



Aviation Investigation Final Report

Location:	ALEXANDER CREEK, Alaska	Accident Number:	ANC92LA077
Date & Time:	May 23, 1992, 16:20 Local	Registration:	N4478
Aircraft:	DE HAVILLAND DHC-2-T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED HE WANTED TO TURN ON THE CABIN HEAT SO HE REACHED DOWN AND PULLED A HANDLE WITHOUT LOOKING AT WHICH HANDLE HE WAS PULLING. HE INADVERTENTLY SHUT OFF THE FUEL SHUT OFF. THE CABIN HEAT HANDLE AND THE EMERGENCY FUEL SHUT OFF ARE LOCATED ON THE CENTER PEDESTAL, BEHIND THE VERTICAL COLUMN OF THE CONTROL YOKE, ABOUT 8 INCHES APART. EACH HAS A DIFFERENT SHAPED HANDLE AND EACH IS PLACARDED WITH A DIFFERENT COLORED PLACARD. THE FUEL SHUT OFF WAS SAFETY WIRED TO THE ON POSITION. THE AIRPLANE WAS EQUIPPED WITH AMPHIBIOUS FLOATS. THE TIDE IN COOK INLET WAS RECEDING AND THE PILOT ELECTED TO LAND ON THE MUD FLATS. THE FLOAT BRACES COLLAPSED UPON LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT DEACTIVATION OF THE ENGINE'S FUEL SUPPLY BY SWITCHING OFF THE FUEL SHUT OFF. FACTOR RELATED TO THE ACCIDENT WAS THE SOFT MUD IN THE FORCED LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. FUEL SYSTEM, FUEL SHUTOFF - SWITCHED OFF
2. (C) FUEL SUPPLY - INADVERTENT DEACTIVATION - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 12, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1641 hours (Total, all aircraft), 260 hours (Total, this make and model), 769 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N4478
Model/Series:	DHC-2-T DHC-2-T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1653-TB30
Landing Gear Type:	Amphibian	Seats:	8
Date/Type of Last Inspection:	May 15, 1992 Annual	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	5470 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-6A
Registered Owner:	MARKAIR EXPRESS	Rated Power:	550 Horsepower
Operator:	BRYAN BERGT	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (ANC)	Type of Flight Plan Filed:	Company VFR
Destination:	DILLINGHAM , AK (DLG)	Type of Clearance:	None
Departure Time:	16:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	55.919486,-159.490966(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	TERRY BATEMAN; ANCHORAGE , AK
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5728

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