



National Transportation Safety Board Aviation Accident Final Report

Location:	BROAD PASS, AK	Accident Number:	ANC90LA082
Date & Time:	06/01/1990, 1145 AKD	Registration:	N36841
Aircraft:	DE HAVILLAND DHC2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT RPRTD THAT DURING FLT, HE ENCOUNTERED DETERIORATING WX CONDITIONS. TO AVOID CLOUDS IN A PASS, HE ELECTED TO REVERSE COURSE. HOWEVER, THE ACFT WAS TOO CLOSE TO RISING TERRAIN & WOULD NOT OUT CLIMB THE TERRAIN GRADIENT. SUBSEQUENTLY, IT CRASHED IN A WOODED AREA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED FLIGHT INTO KNOWN ADVERSE WEATHER, AND HIS DELAY IN REVERSING COURSE (IMPROPER IN-FLIGHT PLANNING/DECISION). FACTORS RELATED TO THE ACCIDENT WERE: TERRAIN AND WEATHER CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
 2. (F) WEATHER CONDITION - CLOUDS
 3. (F) WEATHER CONDITION - LOW CEILING
 4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

5. (F) TERRAIN CONDITION - RISING
6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/15/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	550 hours (Total, all aircraft), 50 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N36841
Model/Series:	DHC2 DHC2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	L20A-1651
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5070 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	UNKNOWN	Rated Power:	450 hp
Operator:	KAKELDY, RONALD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CAMPBELL LAKE, AK	Type of Flight Plan Filed:	VFR
Destination:	FAIRBANKS, AK	Type of Clearance:	None
Departure Time:	1030 ADT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES D LABELLE	Report Date:	09/30/1991
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).