



National Transportation Safety Board Aviation Accident Final Report

Location:	MCGRATH, AK	Accident Number:	ANC92LA109
Date & Time:	07/22/1992, 1530 AKD	Registration:	N41755
Aircraft:	DE HAVILLAND DHC-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRPLANE WAS IN CRUISE FLIGHT WHEN THE PILOT NOTICED A SLIGHT FIRE SMELL. THE ENGINE BEGAN TO LOSE POWER SLOWLY AND WOULD NOT RESPOND TO ENGINE CONTROL INPUTS. THE PILOT LANDED ON A GRAVEL BAR AND HAD TO EXTINGUISH THE FIRE IN THE ENGINE ACCESSORY CASE WITH THE FIRE EXTINGUISHER AND DIRT. THE AIRPLANE HAS NOT BEEN RECOVERED AND THE ENGINE HAS NOT BEEN EXAMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FIRE IN THE ENGINE ACCESSORY DRIVE ASSEMBLY. FACTOR WAS THE ROUGH AN UNEVEN FORCED LANDING AREA.

Findings

Occurrence #1: FIRE
Phase of Operation: CRUISE

Findings

1. (C) ACCESSORY DRIVE ASSY - FIRE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	06/10/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 320 hours (Total, this make and model), 8045 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DE HAVILLAND	Registration:	N41755
Model/Series:	DHC-3 DHC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	339
Landing Gear Type:	Tailwheel	Seats:	8
Date/Type of Last Inspection:	04/10/1992, 100 Hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	10587 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-1340-AN2
Registered Owner:	WOODS AIR FUEL, INC.	Rated Power:	600 hp
Operator:	WOODS AIR SERVICE, INC.	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	LFLA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Temperature/Dew Point:	18° C
Lowest Ceiling:	None / 0 ft agl	Visibility	30 Miles
Wind Speed/Gusts, Direction:	3 knots, 150°	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	NIKOLI, AK (5NI)	Type of Flight Plan Filed:	Company VFR
Destination:	SILVERTIP LODGE, AK	Type of Clearance:	None
Departure Time:	1510 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	Both
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Adopted Date:	09/28/1993
Additional Participating Persons:	FSDO 03; ANCHORAGE, AK		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.

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