National Transportation Safety Board
Aviation Accident Final Report

Location:	McGrath, AK	**Accident Number:**	ANC04LA098
Date & Time:	08/27/2004, 1600 AKD	**Registration:**	N197TT
Aircraft:	de Havilland DHC-3	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal, 1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The airline transport certificated pilot was conducting a VFR cross-country business flight, transporting cargo and personnel to a remote airport. The accident airplane was one of two airplanes transporting supplies for a hunting/fishing company, traveling a multi-segment route. The pilot was accompanied by a pilot-rated passenger occupying the right front seat, and a second passenger seated behind the pilot. The pilot obtained a weather briefing from the FAA, which included AIRMETs for mountain obscuration, and IFR conditions due to low ceilings and visibility in smoke, light rain and mist. The pilot said that when he took off on the accident flight, the visibility was 1 to 3 miles in smoke, haze, and fog, but was VFR. He recalled hazy conditions in which he could see rolling hills and river cuts. The pilot-rated passenger was initially flying the airplane. Upon entering lowering visibility, the pilot said he reassumed control of the airplane, and attempted a 180 degree turn to clear the low visibility area, but collided with trees and crashed. The rear seat passenger reported that the accident airplane was flying about 500 to 1,000 feet above the ground because of smoke and fog. He estimated the visibility at takeoff was about 1 mile. About 30 minutes after departure, the airplane was flying over mountainous terrain, and appeared to be following a canyon. The passenger said that the visibility decreased due to fog. He said that the airplane's throw-over control yoke was initially positioned in front of the right seat, pilot-rated passenger, when suddenly a mountain ridge appeared in front of the airplane. The pilot repositioned the control yoke in front of the left seat, banked the airplane to the left, and added engine power. Within a few seconds, the passenger indicated that he felt the airplane collide with several trees and then descend to the ground. The airplane came to rest upright with extensive fuselage damage, about 1,400 feet msl. One wing was torn off the airframe. A postcrash fire consumed the wreckage. A terminal forecast for the airport of departure included few clouds at 500 feet, and visibilities as low as 3 miles in smoke and mist. The destination airport for the accident flight segment had few clouds at 100 feet, and visibilities as low as 2 1/2 miles.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight planning/decision making, his continued VFR flight into instrument meteorological conditions, and his failure to maintain obstacle clearance. Factors contributing to the accident were low ceilings due to smoke, rain, and mist.

Findings

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

Findings
1. (F) WEATHER CONDITION - HAZE/SMOKE
2. (F) WEATHER CONDITION - DRIZZLE/MIST
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings
6. OBJECT - TREE(S)
7. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
8. EVASIVE MANEUVER - ATTEMPTED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

HISTORY OF FLIGHT

On August 27, 2004, about 1600 Alaska daylight time, a tundra tire-equipped de Havilland DHC-3 airplane, N197TT, was destroyed by impact and postimpact fire when it collided with trees and mountainous terrain, about 1,400 feet msl, about 35 miles west of McGrath, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country business flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Exousia Inc., dba Mavrik Aire, Kenai, Alaska, as a flight of two airplanes, to transport hunting camp supplies from Kenai, Alaska, to Kotzebue, Alaska. The airline transport certificated pilot, seated in the left front seat, received serious injuries. A pilot-rated passenger, seated in the right front seat, received fatal injuries, and a passenger seated behind the pilot received minor injuries. Instrument meteorological conditions consisting of mist, fog, and smoke prevailed in the area of the accident. The flight originated at the McGrath Airport about 1526, with an intended intermediate destination of Unalakleet, Alaska. No flight plan was filed, nor was one required.

The operator, who was the pilot of one of the two de Havilland DHC-3 airplanes, reported to the FAA that the intended route of flight was from Kenai, to Port Alsworth, Alaska, to McGrath, and then to Unalakleet, Alaska, Buckland, Alaska, and then to Kotzebue. The purpose of the flight was to transport equipment and company personnel to a remote hunting camp near Kotzebue. After departing Kenai, both airplanes proceeded to Port Alsworth. The operator's airplane was equipped with a turbine engine. The accident airplane was equipped with a reciprocating engine.

At 1142, the pilot of the accident airplane telephoned the Federal Aviation Administration (FAA), Kenai Automated Flight Service Station (AFSS) from Port Alsworth, and inquired about weather conditions from Port Alsworth to Kotzebue. He and the flight service station specialist discussed conditions at Sparrevohn, Alaska, Sleetmute, Alaska, McGrath, Galena, Alaska, and Kaltag, Alaska. The pilot also inquired about weather conditions along the west coast of Alaska, including Aniak, Emmonak, Unalakleet, Nome, and Kotzebue. The flight service station specialist at the Flight Data 2 position stated, "Okay, there's still smoke up there all right. Sparrevohn, winds light and variable; [visibility] five miles; ceiling 1,300 feet overcast. The specialist asked the pilot, "You want temperatures and altimeter and all that, or just the....cloud, ceiling, and visibility, Okay? The pilot replied, "that's all we need." The specialist continued, "All right, Sleetmute, [wind] calm; [visibility] ten miles; few clouds at 2,600 feet, ceiling, 4,100 feet overcast. McGrath, light and variable winds; five miles [in] light rain, mist and smoke; few clouds at 400 feet, ceiling, 2,200 feet broken, 6,000 feet overcast. Then up at Galena, that's, that's the bad spot, it...can you hear me?" (in his written statement, the specialist commented that during the briefing, he heard what sounded like loud metal grinding noise in the background.) The pilot answered, "yah."

The flight service station specialist continued his briefing by stating, "Galena, winds light and variable; [visibility] one mile in mist and smoke; indefinite ceiling at 500 feet. Out west at Kaltag, they're [visibility is] 1/2 mile in haze, ceiling, 500 feet broken, 2,100 feet overcast, so it's pretty thick."

The pilot inquired about a coastal route by stating, "What about Nome, Unalakleet, around that way?...Maybe we better go right up the beach." The specialist stated, "Aniak, their winds are

northwest at six [knots], 2 1/2 miles [visibility] and we....don't have the ceiling on that's out of service. Anvik, winds north at four [knots], [visibility] four miles; ceiling, 1,200 feet overcast. At like Emmonak, over there along the coast, wind 040 [degrees] at eight [knots]; [visibility] ten miles, clear below 12,000 feet. Then Unalakleet, winds light and variable; [visibility] two miles; ceiling, 100 feet overcast." The specialist commented about the conditions by stating, "Yah and God, that's a lotta area, if that's smoke, that's a huge area...the air (unintelligible) all the way over to Unalakleet. Golovin, is clear below 12,000 feet."

The pilot was unsure where Golovin, Alaska, was located, and the specialist stated, "That's south, it's where you, right after you turn the corner [at] Norton Bay, heading towards Nome...southeast of Nome." The specialist continued by stating, "And then ah Nome, winds light and variable; [visibility] ten miles; clear below 12,000 feet. Kotzebue also, wind east at seven [knots]; [visibility] ten miles; clear below 12,000 feet, so I mean, it's supposed to be clear at Nome all day, and 20,000 fee scattered at Kotzebue, so the problem would be the in-between, you know, right along the Yukon, there or along the coast at Unalakleet,...and also getting to Aniak, past Aniak in that smoke down there."

The pilot again inquired about the conditions at McGrath. The flight service station specialist replied, "McGrath had some rain, they were carrying winds, 340 [degrees] at six [knots]; [visibility] five miles in light rain, mist, and smoke; few clouds at 400 feet; ceiling, 2,200 feet broken, 6,000 feet overcast."

The pilot commented that, "I hope to get to McGrath tonight, that would be progress anyway." The briefing was concluded at 1147.

Both airplanes departed Port Alsworth and proceeded to McGrath. The operator, in the turbine equipped airplane, arrived first.

At 1428, the pilot contacted the FAA's Flight Service Station (FSS), via radio, at McGrath. He indicated he was ten miles south for landing at McGrath. The flight service station specialist provided an airport advisory, and told the pilot that, "You have two gentlemen waiting for you up here, they'll meet you at the airplane."

At 1525, the accident pilot contacted the McGrath FSS via radio and reported he was taxiing for departure by stating, "197TT, just off the gas (unintelligible) here, ready for takeoff, and we have the info from the other guy." The FSS specialist replied, "Otter 7TT roger, and airport advisory, wind, 300 [degrees] at eight [knots], favored runway 25 or 34; altimeter, 29.78; no reported traffic; Airmets for IFR and mountain obscuration." At 1526, the pilot stated, "7TT, thanks for your help."

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC), interviewed the rear seat passenger on August 29, after his arrival at a hospital in Anchorage, Alaska. He said he and the pilot-rated passenger, along with cargo, where going to a hunting camp near Kotzebue, working for Alaska Dream Quest, an outdoor hunting/fishing service provided by the operator. He reported that the accident airplane departed McGrath, headed for Unalakleet, and was flying about 500 to 1,000 feet above the ground because of smoke and fog. He estimated the visibility at takeoff was about 1 mile. About 30 minutes after departure, the airplane was flying over mountainous terrain, and appeared to be following a canyon. The passenger said that the visibility decreased due to fog. He said that the airplane's throw-over control yoke was positioned in front of the right seat, pilot-rated passenger, when suddenly a mountain ridge appeared in front of the airplane. The pilot repositioned the control yoke in

front of the left seat, banked the airplane to the left, and added engine power. Within a few seconds, the passenger indicated that he felt the airplane collide with several trees and then descend to the ground. The airplane came to rest upright with extensive fuselage damage. One wing was torn off the airframe. The passenger said he then observed a fire near the front of the airplane. He and the pilot exited the airplane, but he returned to pull the right seat passenger out of the airplane. The fire then consumed the wreckage.

In a telephone interview with the NTSB IIC on September 9, 2004, the operator reported that he departed McGrath about 20 minutes after the accident airplane because his airplane, with a turbine engine, was faster. After leaving McGrath, his route of flight was south of the V-440 Airway between McGrath and Unalakleet, because the sky condition was lighter. He said the sky condition north of the airway, was dark. The operator indicated that when that he flew through the area of the accident, he estimated the visibility was five miles. After he landed in Kotzebue, the accident airplane did not arrive, and he reported the airplane overdue on August 27, at 2230.

The NTSB IIC interviewed the pilot on October 15, 2004, by telephone. During the interview, he stated that he leased the airplane to the operator, which had just been placed on the operator's air taxi certificate. He flew the airplane to Kenai, where the operator removed the floats and installed wheels. He was asked by the operator to fly the accident airplane to Kotzebue. The pilot said that the passenger was traveling to Kotzebue to work at the operator's hunting camp. The pilot-rated passenger was also going to work at the hunting camp, and the operator indicated that he (the passenger) held a commercial pilot certificate. The pilot reported the operator told him that the pilot-rated passenger had some DHC-3 experience, and he "seemed to know what he was doing." On the day of the accident, the pilot said that when he departed McGrath, the visibility was 1 to 3 miles in smoke, haze, and fog, but was VFR. He was using a global positioning system (GPS) receiver for navigation. He recalled hazy conditions in which he could see rolling hills and river cuts. Initially, the pilot-rated passenger was flying the airplane, using a sectional navigational chart and the GPS. The pilot indicated his next memory was when the pilot-rated passenger made a hand motion. The pilot said he took the airplane flight controls and recalls making a 180 degree turn. His next memory was when he was outside of the airplane, after the crash. He was dragging himself uphill, away from the airplane.

In the Pilot/Operator Aircraft Accident Report, (NTSB Form 6120.1) submitted by the pilot, the pilot indicated that after departing McGrath, he headed for Unalakleet for better visibility while en route to Kotzebue. He said he established the airplane in cruise flight, and turned control over to the "co-pilot." He attempted to establish radio communication with the second airplane. He indicated that he noticed the airplane entering lowering visibility, and he reassumed control of the airplane. He attempted a turn to clear the low visibility area, but collided with trees and crashed. The pilot reported that his report was accurate to best of his memory, but he suffered significant memory loss from the accident.

In the portion of the NTSB 6120.1 report that requested information about the person manipulating the controls at the time of the accident, the pilot indicated, "First Pilot." In the portion of the report that requested who was the pilot-in-command, the pilot indicated, "First Pilot."

PERSONNEL INFORMATION

Pilot Information

The pilot holds an airline transport pilot certificate with an airplane multiengine land rating, and instrument airplane rating. He holds a commercial pilot certificate with airplane single-engine land and sea ratings. He also holds a flight engineer certificate with jet and reciprocating aircraft ratings, and holds a mechanic certificate with airframe and powerplant ratings. The most recent third-class medical certificate was issued to the pilot on August 9, 2004, and contained the limitation that he must have available glasses for near vision.

The aeronautical experience listed on page 3 of this report was obtained from a review of the airmen Federal Aviation Administration (FAA) records on file in the Airman and Medical Records Center located in Oklahoma City. On the pilot's most recent application for a medical certificate, the pilot indicated that his total aeronautical experience consisted of about 10,500 hours, of which 50 hours were accrued in the previous 6 months.

In the portions of the NTSB 6120.1 report that requested information about the pilot's most recent biennial flight review, the flight review aircraft, and his flight time, the pilot indicated "unknown."

Pilot-Rated Passenger Information

The passenger held a commercial pilot certificate with airplane single-engine land, and instrument airplane ratings. The most recent first-class medical certificate was issued to the pilot on May 29, 2003, and contained the limitation that he must wear corrective lenses.

The aeronautical experience listed on page 3 of this report was obtained from a review of the airmen Federal Aviation Administration (FAA) records on file in the Airman and Medical Records Center located in Oklahoma City. On the pilot's application for an FAA medical certificate, May, 29, 2003, the pilot indicated that his total aeronautical experience consisted of about 198 hours, of which 5 hours were accrued in the previous 6 months.

The operator provided a copy of an undated resume submitted to him by the passenger. The resume indicated that he held a commercial pilot certificate, with an instrument rating, and 210 hours of flight experience. The resume also indicated that he was a 1st Lt. with the Civil Air Patrol, Kenai Composite Squadron.

Operator Information

The operator holds an on-demand air taxi certificate. The operator's air taxi operations are listed on an internet web site as a division of Alaska Dream Quest, which offers hunting, fishing, and bear viewing activities in remote parts of Alaska. The operator reported that the pilot-rated passenger was not employed by the company as a pilot.

AIRCRAFT INFORMATION

No maintenance records were located for the accident airplane. The pilot indicated that he was unsure where they were, and were most likely were on-board the airplane when it crashed. The operator indicated he did not know where the maintenance records were.

METEOROLOGICAL INFORMATION

An area forecast for the southern half of Alaska was issued on August 27, at 1250. An area forecast for the Kuskokwim Valley, valid until 2400, stated, in part: AIRMET for mountain obscuration, valid until 1800, mountains occasionally obscured in clouds and precipitation, no

change. Clouds and weather, 1,500 feet scattered, 4,000 feet broken, 5,000 feet overcast, tops at 13,000 feet, separate layers to 32,000 feet. Occasionally, 1,500 feet broken; visibility, 4 statute miles in smoke, light rain and smoke. Isolated visibility below 3 statute miles in smoke, light rain and smoke. Outlook, valid from August 27 at 2400, to August 28 at 1800, VFR. Turbulence, nil significant. Icing and freezing level, light to isolated moderate rime icing in clouds between 5,000 to 13,000 feet. Freezing level, 5,000 feet.

For the Yukon-Kuskokwim Delta, valid until 2400, the area forecast stated, in part: Clouds and weather, few clouds at 2,000 feet, 5,000 feet scattered, 10,000 feet scattered. Occasionally, 5,000 feet broken, tops at 12,000 feet with isolated light rain showers. Occasionally, visibility 5 statute miles in smoke. East of Bethel, Alaska, isolated areas of 2,000 feet broken; visibility 3 statute miles in light rain showers and mist. Coastal areas/off shore, 2,000 feet scattered, isolated areas of 2,000 feet broken, tops at 7,000 feet with isolated light rain. Outlook, valid from August 27 at 2400, to August 28 at 1800, VFR. Turbulence, nil significant. Icing and freezing level, nil significant. Freezing level 8,000 feet in the west, sloping to 5,000 feet in the east.

An area forecast for the northern half of Alaska, was issued on August 27, at 1325. An area forecast for the lower Yukon Valley, and valid until August 27, at 2400, stated, in part: AIRMET for IFR and mountain obscuration, valid until 1800, occasionally, ceilings below 1,000 feet with visibility below 3 statute miles in smoke, light rain and smoke, improving. Otherwise, clouds and weather, 500 feet scattered, 2,500 feet scattered, 5,000 feet broken to overcast, tops at 14,000 feet, separate layers to 25,000 feet. Occasionally, 2,500 feet broken; visibility, 3 statute miles in rain and smoke. Outlook, valid August 28, from 0000 to 1800, marginal VFR ceilings due to smoke. Turbulence, nil significant. Icing and freezing level, isolated moderate rime icing in clouds between 5,000 to 14,000 feet. Freezing level, 5,000 feet.

An area forecast for the southern Seward Peninsula and eastern Norton Sound, valid until August 27, at 2400, stated, in part: Clouds and weather, east of Golovin, Alaska, few at 200 feet, 2,500 feet scattered, 8,000 feet broken, tops at 12,000 feet, separate layers about to 25,000 feet. Occasionally, 2,500 feet broken; visibility, 5 statute miles in light rain. Coastal areas/offshore, isolated ceilings below 1,000 feet; visibility, below 3 statute miles in mist, light rain and mist. Elsewhere, few clouds at 2,500 feet. Outlook, valid August 28, from 0000 to 1800, VFR. Turbulence, nil significant. Icing and freezing level, nil significant. Freezing level 7,000 feet.

An area forecast for the Koyukuk and Upper Kobuk Valley, valid until August 27, at 2400, stated, in part: AIRMET for IFR and mountain obscuration, valid until 1800, south of Bettles, Alaska, to Buckland, Alaska, occasionally, ceilings below 1,000 feet with visibility below 3 statute miles in smoke, light rain and smoke, improving. Otherwise, clouds and weather, south of a line from Bettles to Buckland, few clouds at 200 feet, 3,000 feet scattered, 6,000 feet overcast, tops at 15,000 feet, separate layers above, tops at 25,000 feet. Occasionally, 3,000 feet broken; visibility, 4 statute miles in light rain and smoke. Elsewhere, 9,000 feet scattered, cirrus above. Occasionally, 9,000 feet broken, tops at 17,000 feet. Outlook, valid August 28, from 0000 to 1800, VFR. Turbulence, nil significant. Icing and freezing level, light to isolated moderate rime icing in clouds between 7,000 to 15,000 feet. Freezing level, 7,000 feet.

An amended terminal forecast for McGrath, issued on August 27, at 1112, and valid from 1100 to 1000 on August 28, stated, in part: Wind, 020 degrees (true) at 5 knots; visibility, 4 statute

miles in smoke; clouds and sky condition, few at 500 feet, 2,500 feet scattered, 6,000 feet overcast. Temporary conditions from 1100 to 1500, visibility, 3 statute miles in smoke and mist; 2,500 feet broken, 6,000 feet overcast. From 1500, wind, 360 degrees at 5 knots; visibility, 6 statute miles in smoke; 6,000 feet broken. From 0400 on August 28, wind, variable at 3 knots; visibility, 5 statute miles in smoke; 10,000 feet broken.

On August 27, 2004, at 1453, an Aviation Routine Weather Report (METAR) at McGrath, elevation 338 feet msl, was reporting, in part: Wind, 360 degrees (true) at 5 knots; visibility, 5 statute miles in mist and smoke; clouds and sky condition, few at 500 feet, 1,400 feet scattered, 2,700 feet overcast; temperature, 46 degrees F; dew point, 41 degrees F; altimeter, 29.78 inHg.

On August 27, 2004, at 1553, an Aviation Routine Weather Report (METAR) at McGrath was reporting, in part: Wind, 330 degrees (true) at 7 knots; visibility, 4 statute miles in mist and smoke; clouds and sky condition, few at 500 feet, 1,400 feet scattered, 2,700 feet overcast; temperature, 48 degrees F; dew point, 43 degrees F; altimeter, 29.79 inHg.

On August 27, 2004, at 1536, an automated METAR at Unalakleet, elevation 21 feet msl, was reporting, in part: Wind, 290 degrees (true) at 3 knots; visibility, 2 1/2 statute miles; clouds and sky condition, 100 feet broken; altimeter, 29.86 inHg.

On August 27, 2004, at 1556, an automated METAR at Unalakleet was reporting, in part: Wind, 290 degrees (true) at 4 knots; visibility, 3 statute miles; clouds and sky condition, few at 100 feet, 4,400 feet scattered; altimeter, 29.86 inHg.

COMMUNICATIONS

A transcript of the communications between the accident airplane pilot, and all involved FAA ATC facilities, is included in the public docket of this accident.

MEDICAL AND PATHOLOGICAL INFORMATION

A postmortem examination of the pilot-rated passenger was conducted under the authority of the Alaska State Medical Examiner, 4500 South Boniface Parkway, Anchorage, Alaska, on August 30, 2004. The examination revealed the cause of death for the passenger was attributed to blunt force injuries.

A toxicological examination was conducted by the FAA's Civil Aeromedical Institute (CAMI) on February 4, 2005, and was negative for any alcohol, drugs, carbon monoxide, or cyanide.

FIRE

The passenger reported that a postcrash fire began near the front of the cockpit/cabin area. Once out of the airplane, he located and attempted to use a hand fire extinguisher, but he found that the extinguisher did not contain any retardant material. It is unknown if it received damage during the accident.

SURVIVAL ASPECTS

Following the postaccident fire, all survival equipment aboard the airplane was destroyed. The pilot reported that the passenger located water and blueberries, and started a fire for warmth. He also commented that since the accident site had not been located by the second day, consideration was given for the passenger to begin hiking.

SEARCH AND RESCUE

FAA personnel notified the NTSB IIC on August 27 that the accident airplane was overdue. When the accident airplane did not arrive in Kotzebue, search and rescue personnel were notified. Due to an extensive area of low visibility along the route of flight, an active search did not begin until August 29. Search personnel located the airplane on August 29, about 1130, and the survivors were transported to Anchorage.

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	**Age:**	65, 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:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	**Last Medical Exam:**	08/09/2004
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	10500 hours (Total, all aircraft)		

Other Flight Crew Information

Certificate:	Commercial	**Age:**	28, Male
Airplane Rating(s):	Single-engine Land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	**Last Medical Exam:**	05/29/2003
Occupational Pilot:		**Last Flight Review or Equivalent:**	11/13/2002
Flight Time:	210 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	de Havilland	**Registration:**	N197TT
Model/Series:	DHC-3	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Normal	**Serial Number:**	197
Landing Gear Type:	Tailwheel	**Seats:**	11
Date/Type of Last Inspection:	100 Hour	**Certified Max Gross Wt.:**	7960 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Pratt & Whitney
ELT:	Installed, not activated	**Engine Model/Series:**	R-1340
Registered Owner:	R & J Aircraft Leasing Corp.	**Rated Power:**	600 hp
Operator:	Exousia Inc.	**Air Carrier Operating Certificate:**	On-demand Air Taxi (135)
Operator Does Business As:	Mavrik Aire	**Operator Designator Code:**	M9UC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	PAMC, 338 ft msl	**Observation Time:**	1553 ADT
Distance from Accident Site:	35 Nautical Miles	**Direction from Accident Site:**	270°
Lowest Cloud Condition:	Few / 500 ft agl	**Temperature/Dew Point:**	9°C / 6°C
Lowest Ceiling:	Overcast / 2700 ft agl	**Visibility**	4 Miles
Wind Speed/Gusts, Direction:	7 knots, 310°	**Visibility (RVR):**	
Altimeter Setting:	29.97 inches Hg	**Visibility (RVV):**	
Precipitation and Obscuration:			
Departure Point:	McGrath, AK (PAMC)	**Type of Flight Plan Filed:**	None
Destination:	Kotzebue, AK (PAOT)	**Type of Clearance:**	None
Departure Time:	1526 ADT	**Type of Airspace:**	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	**Aircraft Damage:**	Destroyed
Passenger Injuries:	1 Minor	**Aircraft Fire:**	On-Ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal, 1 Serious, 1 Minor	**Latitude, Longitude:**	63.172222, -156.812222

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	**Adopted Date:**	06/08/2005
Additional Participating Persons:	Darrell Woodworth; FAA-AL-ANC 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.ntsb.gov/pubdms/.		