



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Wainwright, AK	<b>Accident Number:</b>	ANC06LA134
<b>Date &amp; Time:</b>	09/02/2006, 1245 AKD	<b>Registration:</b>	N3125N
<b>Aircraft:</b>	de Havilland DHC-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The airline transport certificated pilot was landing a wheel-equipped airplane on runway 23, during a Title 14, CFR Part 135, cargo flight. The pilot indicated that the wind at the airport was from 180 degrees. He described the wind strength as 10 knots or greater, indicated by streaks of white foam on many nearby lakes, with the streaks of foam appearing perpendicular to the runway. During the landing roll, the airplane suddenly veered to the left. The pilot applied right brake and right rudder, but the airplane departed off the left side of the runway, rolled down an embankment, and collided with a ditch. The airplane received structural damage to left main landing gear assembly, the left aileron, and the fuselage. In the Recommendation '(How could this accident have been prevented?)' portion of the NTSB accident report, the pilot indicated that he should not have landed with the existing crosswind.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for wind conditions during the landing roll, which resulted in a loss of control, and subsequent collision with a ditch when the airplane departed the runway. A factor contributing to the accident was a crosswind.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

## Factual Information

On September 2, 2006, about 1245 Alaska daylight time, a wheel-equipped de Havilland DHC-3 airplane, N3125N, sustained substantial damage when it departed the runway and collided with a ditch during the landing roll at the Wainwright Airport, Wainwright, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country non-scheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Alaska Air Taxi, LLC., Anchorage, Alaska. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Wiley Post/Will Rogers Memorial Airport, Barrow, Alaska, about 1200.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 2, the pilot reported that he was landing on runway 23 at Wainwright. The gravel surface runway is 4,494 feet long, and 90 feet wide. The pilot said that during the landing roll, the airplane suddenly veered to the left. He applied right brake and right rudder, but the airplane departed off the left side of the runway, rolled down an embankment, and collided with a ditch. The left main landing gear assembly was fractured and displaced aft, against the fuselage. The propeller, engine, and the left wingtip struck the ground.

On September 20, the chief pilot for the operator reported that after delays in getting recovery equipment to Wainwright, the airplane was recovered and disassembled for removal to Anchorage. The chief pilot indicated that the left aileron received structural damage, and the fuselage firewall had buckling and structural damage.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated that the wind at the airport was from 180 degrees. He described the wind strength as 10 knots or greater, indicated by streaks of white foam on many nearby lakes, with the streaks of foam appearing perpendicular to the runway. In the Recommendation '(How could this accident have been prevented?)' portion of the NTSB accident report, the pilot stated: "I should not have landed at Wainwright that day with that crosswind condition. Having significant experience in that aircraft and over 1,200 hours in tailwheel aircraft, I felt that I could handle the crosswind situation."

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	01/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	06/01/2006
<b>Flight Time:</b>	4200 hours (Total, all aircraft), 250 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	de Havilland	<b>Registration:</b>	N3125N
<b>Model/Series:</b>	DHC-3	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	394
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	08/01/2006, 100 Hour	<b>Certified Max Gross Wt.:</b>	8500 lbs
<b>Time Since Last Inspection:</b>	42 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	14786 Hours	<b>Engine Manufacturer:</b>	PZL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AW-2-30
<b>Registered Owner:</b>	Alaska Air Taxi, LLC	<b>Rated Power:</b>	1000 hp
<b>Operator:</b>	Alaska Air Taxi, LLC	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	JKGC

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1000 ft agl	Temperature/Dew Point:	10° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 180°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Barrow, AK (PABR)	Type of Flight Plan Filed:	VFR
Destination:	Wainwright, AK (PAWI)	Type of Clearance:	None
Departure Time:	1200 ADT	Type of Airspace:	

## Airport Information

Airport:	Wainwright (PAWI)	Runway Surface Type:	Gravel
Airport Elevation:	41 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4494 ft / 90 ft	VFR Approach/Landing:	Full Stop

## 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:	70.638056, -159.994722

## Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Adopted Date:	04/25/2007
Additional Participating Persons:	Brent Weckwerth; FAA-AL-FAI FSDO 01; Fairbanks, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.