



National Transportation Safety Board Aviation Accident Final Report

Location:	Fentress, TX	Accident Number:	GAA16CA184
Date & Time:	04/09/2016, 1700 CDT	Registration:	N122PM
Aircraft:	DEHAVILLAND DHC 6 TWIN OTTER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

The pilot reported that he was landing in gusty crosswind conditions following a parachute jump flight, and that the gusty conditions had persisted for the previous 10 skydiving flights that day. The pilot further reported that during the landing roll, when the nose wheel touched down, the airplane became "unstable" and veered to the left. He reported that he applied right rudder and added power to abort the landing, but the airplane departed the runway to the left and the left wing impacted a tree. The airplane spun 180 degrees to the left and came to rest after the impact with the tree.

The left wing was substantially damaged.

The pilot did not report any mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the aborted landing in gusty crosswind conditions, which resulted in a runway excursion and a collision with a tree.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Response/compensation Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-aborted after touchdown	Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline Transport	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	02/14/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	02/13/2016
Flight Time:	(Estimated) 6000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	03/23/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DEHAVILLAND	Registration:	N122PM
Model/Series:	DHC 6 TWIN OTTER 1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/17/2015, Continuous Airworthiness	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	53624 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	C91 installed, not activated	Engine Model/Series:	PT6-28 (R)
Registered Owner:	DILKARA LEASING LLC.	Rated Power:	715 hp
Operator:	DILKARA LEASING LLC.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHYI, 594 ft msl	Observation Time:	2145 UTC
Distance from Accident Site:	8 Nautical Miles	Direction from Accident Site:	300°
Lowest Cloud Condition:		Temperature/Dew Point:	26° C / 12° C
Lowest Ceiling:	Broken / 7000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	15 knots/ 21 knots, 140°	Visibility (RVR):	
Altimeter Setting:	30.03 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fentress, TX (XS90)	Type of Flight Plan Filed:	None
Destination:	Fentress, TX (XS90)	Type of Clearance:	Traffic Advisory; VFR Flight Following
Departure Time:	1640 CDT	Type of Airspace:	Class G

Airport Information

Airport:	FENTRESS AIRPARK (XS90)	Runway Surface Type:	Asphalt
Airport Elevation:	460 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.768611, -97.775556 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	06/01/2016
Additional Participating Persons:	Michael Smith; FAA; San Antonio, TX		
Publish Date:	06/01/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92987		

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