



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
West Chicago, Illinois 60185

August 5, 2008

ERRATA 1 to OPERATIONS/AIRWORTHINESS FACTUAL REPORT

A. ACCIDENT

Accident: CHI06FA210
Operator: Skydive Quantum Leap
Location: Sullivan, Missouri
Date: July 29, 2006
Time: 1335 central daylight time
Airplane: de Havilland DHC-6-100, N203E

B. OPERATIONS/AIRWORTHINESS GROUP

Group not formed.

Ed Malinowski, Investigator-in-Charge (IIC)
National Transportation Safety Board
West Chicago, Illinois

C. SUMMARY

On July 29, 2006, about 1345 central daylight time, a de Havilland DHC-6-100,¹ N203E, registered to Adventure Aviation, LLC, and operated by Skydive Quantum Leap as a local parachute operations flight, crashed into trees and terrain after takeoff from Sullivan Regional Airport (UUV), near Sullivan, Missouri. The pilot and five parachutists sustained fatal injuries, and two parachutists were seriously injured. (The parachutists consisted of three solo parachutists and two tandem pairs (one parachutist-in-command and one passenger parachutist per pair). The flight was operated under 14 *Code of Federal Regulations* (CFR) Part 91 with no flight plan filed. Visual meteorological conditions prevailed.

¹ Although the DHC-6-100 was originally manufactured by de Havilland, the type certificate is currently held by Viking Air Limited.

D. ERRATA

On page 2, Section D, History of Flight, add the following after the second sentence of paragraph 1 to read:

Images showed that the airplane departed from the runway's intersection, flame emitted from the right engine during the takeoff, and the airplane's wings were in a level to right bank. The images revealed that the right propeller was rotating slower than the left propeller.

On page 4, Section D, Maintenance Information, add the following to the end of the fourth sentence of paragraph 4 to read:

on May 31, 2006. The mechanic believed that the operator had applied the INOP sticker in error to the rudder trim.

On page 6, Section D, Meteorological Information, add the following after the first sentence of paragraph 1 to read:

Photographic images of the windsock showed that the airplane took off into a headwind.

On page 7, Section D, Wreckage and Impact Information, add the following after the sixth sentence of paragraph 3 to read:

Both propeller controls were found near the forward position.

On page 7, Section D, Wreckage and Impact Information, add the following after the ninth sentence of paragraph 3 to read:

Rudder trim cables were traced and no pre-impact anomalies were detected.

On page 9, Section D, Test and Research, 9.1 Engine Examination section, add the following after the second sentence of paragraph 1 to read:

The compressor turbine blades were identified as FAA parts manufacturer approval (PMA) blades marked with part number T-023401J.

On page 9, Section D, Test and Research, 9.1 Engine Examination section, replace "foreign object" with "impact" in the fourth sentence of paragraph 1.

Submitted by:

Edward Malinowski
Group Chairman, Operations/Airworthiness