



RECORD OF CONVERSATION

David B Banning
Senior Aviation Accident Investigator
Alaskan Region

Date: June 2022
Person Contacted: Anthony Malispana
Location: Telephone
NTSB Accident Number: ANC22LA035

Narrative:

On May 24, 2022, about 1510 Alaska daylight time, a de Havilland DHC-3 Turbine Otter airplane, N703TH, sustained substantial damage when it was involved in an accident near Yakutat, Alaska. The pilot and three passengers were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 on demand charter flight.

Mr. Malispana was seated in the right front seat of the airplane at the time of the event and stated the following:

The freight had been weighed on pallets prior to loading. He had assisted in the loading by handing the freight to the pilot who then loaded it on the aircraft. He stated that one pallet contained garbage cans that were placed up near the front of the aircraft. Another pallet had ATV tires and wheels. There was and a portable sawmill head, a couple coolers and personal items. In addition to a pallet of fixed rate UPS boxes. He remembered seeing the pilot use a weight and balance wheel prior to departure.

The pilot, who was flying the airplane, was seated in the left front seat, he was seated in the right front seat and two passengers were seated right behind the cargo door opening. He said he weighed 181 pounds.

The cargo was well secured with ratchet type cargo straps and cargo nets on the front portion of the cargo load. The sawmill head was secured with cargo straps positioned both left and right and the back cargo area was secured with a cargo net.

He said that he did not notice and anomalies during the departure and enroute phase of the accident flight. On descent into Dry Bay while on the base or final leg the airplane pitched up

rapidly. He remembered thinking “how can I help” and reaching for the nose trim but was unable to reach it. The last thing he remembered was the airplane rolling to the left and as the airspeed decayed.

He said that this was the fifth load over the last few days the airplane had been running fine.

– END



RECORD OF CONVERSATION

David B Banning
Senior Aviation Accident Investigator
Alaskan Region

Date: June 24, 2022
Person Contacted: Pat Pellet
Location: Telephone
NTSB Accident Number: ANC22LA035

Narrative:

On May 24, 2022, about 1510 Alaska daylight time, a de Havilland DHC-3 Turbine Otter airplane, N703TH, sustained substantial damage when it was involved in an accident near Yakutat, Alaska. The pilot and three passengers were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 on demand charter flight.

Mr. Pellet was at the airport in Dry Bay waiting for the airplane to arrive, he observed the accident and stated the following:

He had known Hans Munich [the accident pilot] for a long time. His dad was a flight instructor with over 20,000 flight hours and flew a Helio Courier. He was not a pilot but had been in a lot of airplanes.

He was on an ATV along the east/west runway sitting in the parking lot of the plant. He was there to pick up his brother Mark who was arriving on the airplane. He could see over the cookhouse looking towards the east. He said there was very little wind out of the west less than 5 knots. The airplane was approaching from the east and landing to the west. He said when the airplane was at about 50 ft over the runway threshold, it suddenly shot straight up, just as it was about to stall it rolled to the left “kind of righted” itself, reversed course 180° and crashed within 200 ft of the runway. He said as the airplane disappeared below the brush line; he heard a “woosh” sound. The airplane impacted on its wheels in the landing attitude.

He said that Hans was in the left front (pilot) seat, Tony was in the right front seat, Joe was in the farthest aft seat on the left side of the airplane, and Mark was seated on the right side of the airplane in the aft most seat. – END



RECORD OF CONVERSATION

David B Banning
Senior Aviation Accident Investigator
Alaskan Region

Date: July 21, 2022
Person Contacted: Mark Pellet
Location: Telephone
NTSB Accident Number: ANC22LA035

Narrative:

On May 24, 2022, about 1510 Alaska daylight time, a de Havilland DHC-3 Turbine Otter airplane, N703TH, sustained substantial damage when it was involved in an accident near Yakutat, Alaska. The pilot and three passengers were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 on demand charter flight.

Mr. Pellet was seated in the aft most seat on the right side of the airplane at the time of the event and stated the following:

He had been flying out of Yakutat, Alaska, to commercial fish on the Alsek River for the last 22 seasons. For 20 to 21 of those seasons, he had been flying with Hans Munich [the accident pilot]. He believed that Hans maintained their airplanes to perfection and was “on the ball”. He stated that Hans worked hard, put in long hours, and spent a lot of time in the summer in an aircraft. He said Hans would fly out their fish and had a special way of loading and securing the load in the airplane.

He said he was initially suspicious of the DHC-3, it was an old plane, but it was built like a tank.

He had departed from Seattle and arrived in Yakutat the day of the accident. The weather in Yakutat was beautiful with a high overcast and good visibility. He didn’t think weather played a factor in the accident. He said nothing felt unusual about the accident flight and if a part failed, he was not aware of it. After departure from Yakutat, they flew for about 30-35 minutes to Dry Bay, made a turn, and then started another turn when the wing quit flying. He said it felt like they had enough airspeed before the airplane stalled, but he was unable to see the cockpit.

He said that Hans was in the left front seat, Tony was in the right front seat, Joe was in the farthest aft seat on the left side of the airplane, and he was seated on the right side of the airplane in the aft most seat.

The Otter was problematic because it was too big and too much money about \$2200 - \$2300 an hour. The airplane was relatively full, in recent years they had wanted to use most of the cargo space due to the expense of the chartering the airplane. He said they would coordinate with others to split the charter. He shared 1/3 of the cost of the accident flight about \$600 - \$700.

He said the cargo was tied down in the airplane. The bulk of the freight was weight forward and contained groceries for three different families. A table saw, which he described as a relatively heavy tool, with a steel guide was placed at his feet. Which he believed caused injuries to his legs. He believed that a passenger only flight may have resulted in less injuries. He didn't know if there was any cargo behind him and didn't remember being hit from behind in the accident sequence. He believed there was cargo behind Joe.

He had about 200 pounds of supplies maybe a little more and weighed about 230 pounds. His share of the charter was about 500 – 550 lbs. He said that he was not asked his weight, his bags were not weighed and there wasn't a scale present. He couldn't remember for sure where his luggage was placed but thought it was under the trailing edge of the wings. He said the plane was about half loaded when he arrived, with lighter items toward the rear of the airplane. Joe had also brought gear with him, but he didn't know how much. Joe tended to bring a lot of frozen meals.

He believed Hans to be hard working, conscientious, and talented. He said there was nothing to really complain about.

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