



Aviation Investigation Final Report

Location:	SITKA, Alaska	Accident Number:	ANC03LA054
Date & Time:	May 30, 2003, 14:30 Local	Registration:	N60TF
Aircraft:	deHAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The airline transport certificated pilot departed from a paved runway for a short flight to a remote lake in an amphibious float-equipped airplane to deliver supplies to a client. The pilot reported that he was transporting several loads of equipment to the lake, and failed to visually check the gear position while looking for a new unloading area. He also indicated that he was distracted when he had to reset the flaps, and by a minor malfunction with the airplane's GPS receiver. He said he forgot to raise the landing gear wheels, and landed on the lake with the wheels extended. During the landing touchdown on the lake, the airplane nosed over and received damage to the left wing and fuselage. The airplane is equipped with floats that have landing gear position lights installed on the instrument panel. The airplane also has a mirror enabling the pilot to visually observe the landing gear position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to retract the landing gear wheels of an amphibious float equipped airplane after departure from a paved runway, which resulted in a nose over when the airplane was landed on a nearby lake with the wheels extended. A contributing factor in the accident was the pilot's diverted attention during the short flight from the airport to the lake.

Findings

Occurrence #1: WHEELS DOWN LANDING IN WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On May 30, 2003, about 1430 Alaska daylight time, an amphibious float-equipped deHavilland DHC-2 airplane, N60TF, sustained substantial damage when it overturned during a wheels down landing on Salmon Lake, about 9 miles east-southeast of Sitka, Alaska. The airplane was being operated as a visual flight rules (VFR) local area nonscheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Harris Aircraft Services Inc., Sitka. 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 Sitka Rocky Gutierrez Airport, about 1419.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on May 30, the director of operations for the operator reported the pilot was landing on Salmon Lake to deliver supplies to a client at the lake. The airplane departed from a paved runway at Stika. The landing gear wheels were not retracted, and upon landing on the lake, the airplane nosed over and received damage to the left wing and fuselage. The airplane remained floating inverted. The director of operations said that the airplane is equipped with Wipline floats that have landing gear position lights installed on the instrument panel. The airplane also has a mirror enabling the pilot to visually observe the landing gear position.

During a telephone conversation with the NTSB IIC, on June 2, the pilot reported that he was transporting several loads of equipment to the lake. He said he was distracted during the short flight when he had to reset the flaps, and by a minor malfunction with the airplane's GPS receiver. The pilot said he forgot to raise the landing gear after departing the Sitka Airport, and landed on the lake with the gear extended.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated that during the approach to the lake, he performed a "GUMP" (gas, undercarriage, mixture, prop) check while looking for a new unloading area. He said he failed to visually check the gear position.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 11, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3720 hours (Total, all aircraft), 500 hours (Total, this make and model), 3750 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	deHAVILLAND	Registration:	N60TF
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	57-2563
Landing Gear Type:	Retractable - ; Amphibian	Seats:	2
Date/Type of Last Inspection:	April 18, 2003 100 hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6060 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	HARRIS AIRCRAFT SERVICES INC.	Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	HOVC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASI, 21 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	295°
Lowest Cloud Condition:		Visibility:	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	12°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SITKA, AK (PASI)	Type of Flight Plan Filed:	VFR
Destination:	SITKA, AK	Type of Clearance:	None
Departure Time:	14:19 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	56.958332,-135.141662

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	JOHN FISHER; FAA-AL-JNU FSDO 05; JUNEAU, AK
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57097

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).