



Aviation Investigation Final Report

Location:	Kenai, Alaska	Accident Number:	ANC03LA102
Date & Time:	August 24, 2003, 15:00 Local	Registration:	N513F
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was landing his tailwheel airplane to the south on a private gravel airstrip. He said there was a direct crosswind from the east of between 5 and 10 knots. Shortly after touchdown, he lost control of the airplane, and it ground-looped to the left. The right main landing gear bent, and the right wing struck the ground, with the outboard 4 feet separating from the airplane. The pilot said there were no preaccident mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for a crosswind during the landing roll, which resulted in a loss of control and subsequent ground loop. A factor in the accident was a crosswind.

Findings

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
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

On August 24, 2003, about 1500 Alaska daylight time, a tailwheel-equipped de Havilland DHC-2 airplane, N513F, sustained substantial damage following a loss of control while landing at a private airstrip, located approximately 25 miles northwest of Kenai, Alaska. The solo commercial pilot/airplane owner was not injured. The Title 14, CFR Part 91 personal flight operated in visual meteorological conditions without a flight plan. The flight departed the Lake Hood Strip, Anchorage, Alaska, about 1330, and the destination was the private airstrip.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge (IIC) on August 25, at 1415, the pilot related he was landing to the south on the gravel-surfaced airstrip. He said there was a direct crosswind from the east at 5 to 10 knots, and shortly after he lowered the tailwheel during the landing roll, he lost control of the airplane and it ground-looped to the left. He reported that the right landing gear leg was bent, and the right wing was snapped-off about 4 feet inboard from the wingtip. He said there were no preaccident mechanical problems with the airplane.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 21, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2003
Flight Time:	1626 hours (Total, all aircraft), 1574 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N513F
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1268
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 12, 2002 Annual	Certified Max Gross Wt.:	4900 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12133 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN14B
Registered Owner:	John Swinko	Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	30 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (Z41)	Type of Flight Plan Filed:	None
Destination:	Kenai, AK	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Trading Bay	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Dry;Holes;Soft
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	60.799999,-151.716659

Administrative Information

Investigator In Charge (IIC):	LaBelle, James
Additional Participating Persons:	Herbert Herzog; FAA, Anchorage Flight Standards District Office; Anchorage, AK
Original Publish Date:	March 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57769

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