



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	ANC04LA064
Date & Time:	June 12, 2004, 18:30 Local	Registration:	N105RL
Aircraft:	deHavilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The second pilot, who was seated in the right seat, was landing a tailwheel-equipped airplane on runway 04 at a private airport. Runway 04 is 1,200 feet long, and has an asphalt surface. The second pilot indicated that runway 04 sloped uphill, and he was landing with a slight tailwind. He said that the right pilot position did not have any brake pedals, and that he did not have a tailwheel endorsement. He relied on the first pilot, seated in the left seat, to apply the brakes after touchdown. The second pilot said that during the landing roll, as the first pilot applied the brakes, the airplane veered sharply to the right and departed the runway. The right main landing gear wheel struck a log, the right wing contacted several small trees, and the airplane momentarily nosed down. The airplane received structural damage at the right main landing gear attach point, damage to the propeller, the aft fuselage adjacent to the tailwheel attach point, and the left main landing gear strut. The closest official weather observation station, located 3 nautical miles southwest of the accident site, was reporting, in part: Wind, 240 degrees (true) at 7 knots.

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 of the airplane during the landing roll, which resulted in a collision with a log. Factors contributing to the accident were a tailwind, a lack of brake pedals at the second pilot station, and the second pilot's lack of a tailwheel endorsement.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - NOT INSTALLED
4. (F) QUALIFICATION - COPILOT/SECOND PILOT

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - OTHER

Occurrence #3: NOSE DOWN

Phase of Operation: LANDING - ROLL

Factual Information

On June 12, 2004, about 1830 Alaska daylight time, a tailwheel-equipped deHavilland DHC-2 airplane, N105RL, sustained substantial damage when it departed the runway and collided with a log during the landing roll at the Gattis Strip Airport, about 3 miles northeast of Wasilla, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country business flight under Title 14, CFR Part 91, when the accident occurred. The first pilot, an airline transport certificated pilot seated in the left seat, and the second pilot, a commercial certificated pilot, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Northway Airport, Northway, Alaska, about 1700, and the destination was Gattis Strip.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 16, the second pilot reported that he was landing on runway 04 at the Gattis Strip at the conclusion of a flight from Edmonton, Canada. The pilot said the airport is the location of a maintenance facility where the airplane was to have been converted from wheels to floats. The pilot indicated that runway 04 sloped uphill, and he was landing with a slight tailwind.

The second pilot said that the right pilot position did not have any brake pedals, and that he did not have a tailwheel endorsement. He relied on the first pilot, seated in the left seat, to apply the brakes after touchdown. The pilot said that during the landing roll, as the first pilot applied the brakes, the airplane veered sharply to the right and departed the runway. The right main landing gear wheel struck a log, the right wing contacted several small trees, and the airplane momentarily nosed down. The airplane received structural damage at the right main landing gear attach point, damage to the propeller, the aft fuselage adjacent to the tailwheel attach point, and the left main landing gear strut.

According to the FAA Facility Directory/Alaska Supplement, Gattis Strip is a private airport. Runway 04 has an asphalt surface that is 1,200 feet long.

The closest official weather observation station is Wasilla, Alaska, which is located 3 nautical miles southwest of the accident site. At 1756, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, 240 degrees (true) at 7 knots; visibility, 10 statute miles; clouds and sky condition, few at 8,000 feet, 11,000 feet broken; temperature, 66 degrees F; dew point, 39 degrees F; altimeter, 29.65 inHg.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	72, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 9, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 8, 2003
Flight Time:	17000 hours (Total, all aircraft), 600 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 15, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 12, 2004
Flight Time:	478 hours (Total, all aircraft), 200 hours (Total, this make and model), 448 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	deHavilland	Registration:	N105RL
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	720
Landing Gear Type:	Tailwheel	Seats:	7
Date/Type of Last Inspection:	December 14, 2003 100 hour	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7864 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R985-AN-14B
Registered Owner:	Jackknife Associates Inc.	Rated Power:	450 Horsepower
Operator:	Jacob O. Ortman	Operating Certificate(s) Held:	None
Operator Does Business As:	Woodriver Lodge	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWS,354 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	19°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Northway, AK (PAOR)	Type of Flight Plan Filed:	VFR
Destination:	Wasilla, AK (16AK)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Gattis Strip 16AK	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	320 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	1200 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.599166,-149.346939

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Craig Johnson; FAA-AL-ANC FSD003; Anchorage, AK
Original Publish Date:	December 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59445

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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](#).