



# Aviation Investigation Final Report

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<b>Location:</b>	Talkeetna, Alaska	<b>Accident Number:</b>	ANC08CA066
<b>Date &amp; Time:</b>	May 11, 2008, 11:57 Local	<b>Registration:</b>	N323KT
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

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## Analysis

The commercial certificated pilot was landing a wheel ski-equipped airplane at the conclusion of a positioning flight on a hard surface runway. The director of operations for the operator reported that the airplane bounced on the right main landing gear wheel during the initial flare/touchdown. As the airplane made runway contact with both main wheels a second time, the wheels appeared to be locked, producing skid marks on the runway. The airplane nosed down, and the propeller struck the runway. The airplane fell back onto the tailwheel, which resulted in a broken tailwheel strut, and structural buckling of the aft fuselage bulkhead. The director of operations reported that the airplane did not have a mechanical malfunction, and said that the pilot may have had his feet on the brakes when the airplane touched down the second time.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent activation of the main landing gear brakes during the recovery from a bounced landing.

## Findings

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<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Aircraft</b>	Brake - Unnecessary use/operation
<b>Aircraft</b>	Bulkheads (main fuselage) - Damaged/degraded

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	April 1, 2008
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9000 hours (Total, all aircraft), 1600 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N323KT
<b>Model/Series:</b>	DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1022
<b>Landing Gear Type:</b>	Tailwheel; Ski/wheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>		<b>Engine Model/Series:</b>	R-985-AN-14B
<b>Registered Owner:</b>	Rust Properties LLC	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	Rust's Flying Service Inc.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	K2 Aviation	<b>Operator Designator Code:</b>	ERHA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PATK,358 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.62 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kahiltna Base, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Talkeetna, AK (PATK)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Talkeetna PATK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.320556,-150.093612

## Administrative Information

**Investigator In Charge (IIC):** Erickson, Scott

**Additional Participating Persons:**

**Original Publish Date:** June 30, 2008

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=68009>

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