



Aviation Investigation Final Report

Location:	Talkeetna, Alaska	Accident Number:	ANC08CA065
Date & Time:	April 28, 2008, 13:30 Local	Registration:	N565TA
Aircraft:	de Havilland DHC-3	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	8 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The commercial pilot related that he was transporting mountain climbers to a remote mountain glacier, and was landing the wheel-ski-equipped airplane in deep snow. During the landing roll, he said he felt a slight bump, and stopped the airplane. Inspection disclosed that the tail ski had become buried in deep snow during a turn, breaking the tail ski attachment bracket, which resulted in the ski puncturing the lower fuselage and damaging a structural bulkhead. The pilot stated that 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 selection of an unsuitable landing site, which resulted in an overload failure of the tail ski assembly during the landing roll.

Findings

Environmental issues	Snow/slush/ice covered surface - Not specified
Personnel issues	Decision making/judgment - Pilot
Aircraft	Wheel/ski/float - Capability exceeded

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9700 hours (Total, all aircraft), 565 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N565TA
Model/Series:	DHC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	47
Landing Gear Type:	Tailwheel; Ski/wheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:		Engine Model/Series:	TPE-331
Registered Owner:	TALKEETNA AIR TAXI INC	Rated Power:	
Operator:	TALKEETNA AIR TAXI INC	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	TL7C

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	100 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Talkeetna, AK (TKA)	Type of Flight Plan Filed:	VFR/IFR
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	8 None	Latitude, Longitude:	62.75,-151.833328

Administrative Information

Investigator In Charge (IIC): LaBelle, James

Additional Participating Persons:

Original Publish Date: July 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=68340>

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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](#).