



# Aviation Investigation Final Report

<b>Location:</b>	Perris, California	<b>Accident Number:</b>	GAA17CA303
<b>Date &amp; Time:</b>	May 24, 2017, 15:15 Local	<b>Registration:</b>	N708PV
<b>Aircraft:</b>	DEHAVILLAND DHC 6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Analysis

The pilot of the twin-engine, turbine-powered airplane reported that, while providing flights for skydivers throughout the day, he had a potential new hire pilot flying with him in the right seat. He added that, on the eighth flight of the day, the new pilot was flying during the approach and "approximately 200' [ft.] south from the threshold of [runway] 15 at approximately 15 feet AGL [above ground level] the bottom violently and unexpectedly dropped out. [He] believe[d] some kind of wind shear caused the aircraft [to] slam onto [the] runway and bounce into the air at a 45 to 60-degree bank angle to the right." The prospective pilot then said, "you got it." The pilot took control of the airplane and initiated a go-around by increasing power, which aggravated the "off runway heading." The right wing contacted the ground, the airplane exited the runway to the right and impacted a fuel truck, and the right wing separated from the airplane. The impact caused the pilot to unintentionally add max power, and the airplane, with only the left engine functioning, ground looped to the right, coming to rest nose down.

The airplane sustained substantial damage to the fuselage and right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 8 nautical miles from the accident site reported that, about the time of the accident, the wind was from 280° at 7 knots, visibility 10 statute miles, few clouds at 20,000 ft agl, temperature 86°F, dew point 45°F, and altimeter 29.81 inches of mercury. The pilot landed on runway 15.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The prospective pilot's improper landing flare and the pilot's delayed remedial action to initiate a go-around, which resulted in a runway excursion.

### Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Copilot
<b>Personnel issues</b>	Delayed action - Pilot
<b>Environmental issues</b>	Windshear - Effect on operation
<b>Environmental issues</b>	Ground vehicle - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Windshear or thunderstorm
<b>Landing</b>	Loss of control in flight (Defining event)
<b>Landing-aborted after touchdown</b>	Abnormal runway contact
<b>Landing-aborted after touchdown</b>	Attempted remediation/recovery
<b>Landing-aborted after touchdown</b>	Dragged wing/rotor/float/other
<b>Landing-aborted after touchdown</b>	Runway excursion
<b>Landing-aborted after touchdown</b>	Collision with terr/obj (non-CFIT)
<b>Landing-aborted after touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 27, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 23, 2017
<b>Flight Time:</b>	(Estimated) 3358 hours (Total, all aircraft), 2131 hours (Total, this make and model), 3198 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Co-pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 22, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 15, 2016
<b>Flight Time:</b>	(Estimated) 1893 hours (Total, all aircraft), 12 hours (Total, this make and model), 1725 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N708PV
<b>Model/Series:</b>	DHC 6 300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	489
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	24
<b>Date/Type of Last Inspection:</b>	May 1, 2017 100 hour	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	37885.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-27
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	620 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KRIV,1536 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	21:58 Local	<b>Direction from Accident Site:</b>	349°
<b>Lowest Cloud Condition:</b>	Few / 20000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.8 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Perris, CA (L65)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Perris, CA (L65)	<b>Type of Clearance:</b>	VFR;Traffic advisory
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PERRIS VALLEY L65	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1413 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5100 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.761112,-117.218055(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Patrick Gates; FAA; Riverside, CA
<b>Original Publish Date:</b>	August 3, 2017
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=95231">https://data.ntsb.gov/Docket?ProjectID=95231</a>

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