



Aviation Investigation Final Report

Location:	Perris, California	Accident Number:	GAA17CA303
Date & Time:	May 24, 2017, 15:15 Local	Registration:	N708PV
Aircraft:	DEHAVILLAND DHC 6	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 27, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 23, 2017
Flight Time:	(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

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 22, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 15, 2016
Flight Time:	(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

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

Meteorological Information and Flight Plan

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

Airport Information

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

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:	33.761112,-117.218055(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Patrick Gates; FAA; Riverside, CA
Original Publish Date:	August 3, 2017
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=95231

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