



Aviation Investigation Final Report

Location:	McCarthy, Alaska	Accident Number:	GAA19CA251
Date & Time:	May 3, 2019, 16:30 Local	Registration:	N456SF
Aircraft:	De Havilland DHC2	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the approach to land on a private, gravel-covered airstrip, a dust cloud obscured three-quarters of the airstrip, but the approach end of the airstrip remained visible. He added that, during the approach, the airplane encountered wind shear, and the main landing gear then impacted terrain before the approach end of the airstrip. The airplane then bounced and came to rest nose down.

The airplane sustained substantial damage to the landing gear box.

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

The pilot reported that, about the time of the accident, the wind was variable from 060° to 120° at 20 knots, gusting to 25 knots. The pilot landed the airplane to the east.

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 a proper approach path in gusting wind conditions, which resulted in the airplane landing short of the airstrip and bouncing.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Other weather encounter
Landing	Collision with terr/obj (non-CFIT)
Landing	Landing area undershoot (Defining event)
Landing	Nose over/nose down
Landing	Abnormal runway contact

Pilot Information

Certificate:	Commercial	Age:	64,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Airship	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	August 30, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 1, 2018
Flight Time:	(Estimated) 31096 hours (Total, all aircraft), 5724 hours (Total, this make and model), 31096 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	De Havilland	Registration:	N456SF
Model/Series:	DHC2 III	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1683 TB51
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 14, 2018 Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	21750.9 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT-6-27
Registered Owner:		Rated Power:	680 Horsepower
Operator:	On file	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Fejes Guide Service Ltd.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	1250 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:		Direction from Accident Site:	323°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	None / Terrain-Induced
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / Unknown
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	McCarthy, AK (PVT)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Ultima Thule Lodge PVT	Runway Surface Type:	Gravel
Airport Elevation:	1250 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.128612,-142.415283(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Matt Mrzena; FAA; Anchorage, AK
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99394

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).