



# National Transportation Safety Board Aviation Accident Factual Report

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|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Wainwright, AK                                | <b>Accident Number:</b> | ANC06LA134  |
| <b>Date &amp; Time:</b>        | 09/02/2006, 1245 AKD                          | <b>Registration:</b>    | N3125N      |
| <b>Aircraft:</b>               | de Havilland DHC-3                            | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 135: Air Taxi & Commuter - Non-scheduled |                         |             |

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On September 2, 2006, about 1245 Alaska daylight time, a wheel-equipped de Havilland DHC-3 airplane, N3125N, sustained substantial damage when it departed the runway and collided with a ditch during the landing roll at the Wainwright Airport, Wainwright, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country non-scheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Alaska Air Taxi, LLC., Anchorage, Alaska. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Wiley Post/Will Rogers Memorial Airport, Barrow, Alaska, about 1200.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 2, the pilot reported that he was landing on runway 23 at Wainwright. The gravel surface runway is 4,494 feet long, and 90 feet wide. The pilot said that during the landing roll, the airplane suddenly veered to the left. He applied right brake and right rudder, but the airplane departed off the left side of the runway, rolled down an embankment, and collided with a ditch. The left main landing gear assembly was fractured and displaced aft, against the fuselage. The propeller, engine, and the left wingtip struck the ground.

On September 20, the chief pilot for the operator reported that after delays in getting recovery equipment to Wainwright, the airplane was recovered and disassembled for removal to Anchorage. The chief pilot indicated that the left aileron received structural damage, and the fuselage firewall had buckling and structural damage.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated that the wind at the airport was from 180 degrees. He described the wind strength as 10 knots or greater, indicated by streaks of white foam on many nearby lakes, with the streaks of foam appearing perpendicular to the runway. In the Recommendation '(How could this accident have been prevented?)' portion of the NTSB accident report, the pilot stated: "I should not have landed at Wainwright that day with that crosswind condition. Having significant experience in that aircraft and over 1,200 hours in tailwheel aircraft, I felt

that I could handle the crosswind situation."

### Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport; Commercial  | <b>Age:</b>                              | 27, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land; Single-engine Sea   | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No                         |
| <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>            | 01/01/2006                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> | 06/01/2006                 |
| <b>Flight Time:</b>              | 4200 hours (Total, all aircraft), 250 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) |  |                            |

### Aircraft and Owner/Operator Information

|                                      |                                 |                                       |                          |
|--------------------------------------|---------------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | de Havilland                    | <b>Registration:</b>                  | N3125N                   |
| <b>Model/Series:</b>                 | DHC-3                           | <b>Aircraft Category:</b>             | Airplane                 |
| <b>Year of Manufacture:</b>          |                                 | <b>Amateur Built:</b>                 | No                       |
| <b>Airworthiness Certificate:</b>    | Normal                          | <b>Serial Number:</b>                 | 394                      |
| <b>Landing Gear Type:</b>            | Tailwheel                       | <b>Seats:</b>                         | 10                       |
| <b>Date/Type of Last Inspection:</b> | 08/01/2006, 100 Hour            | <b>Certified Max Gross Wt.:</b>       | 8500 lbs                 |
| <b>Time Since Last Inspection:</b>   | 42 Hours                        | <b>Engines:</b>                       | 1 Reciprocating          |
| <b>Airframe Total Time:</b>          | 14786 Hours at time of accident | <b>Engine Manufacturer:</b>           | PZL                      |
| <b>ELT:</b>                          | Installed, not activated        | <b>Engine Model/Series:</b>           | AW-2-30                  |
| <b>Registered Owner:</b>             | Alaska Air Taxi, LLC            | <b>Rated Power:</b>                   | 1000 hp                  |
| <b>Operator:</b>                     | Alaska Air Taxi, LLC            | <b>Operating Certificate(s) Held:</b> | On-demand Air Taxi (135) |
| <b>Operator Does Business As:</b>    |                                 | <b>Operator Designator Code:</b>      | JKGC                     |

## Meteorological Information and Flight Plan

|                                  |                                  |   |          |
|----------------------------------|----------------------------------|---|----------|
| Conditions at Accident Site:     | Visual Conditions                | Condition of Light:                     | Day      |
| Observation Facility, Elevation: |                                  | Distance from Accident Site:            |          |
| Observation Time:                |                                  | Direction from Accident Site:           |          |
| Lowest Cloud Condition:          | Scattered / 1000 ft agl          | Visibility                              | 10 Miles |
| Lowest Ceiling:                  | None                             | Visibility (RVR):                       |          |
| Wind Speed/Gusts:                | 10 knots /                       | Turbulence Type<br>Forecast/Actual:     | /        |
| Wind Direction:                  | 180°                             | Turbulence Severity<br>Forecast/Actual: | /        |
| Altimeter Setting:               |                                  | Temperature/Dew Point:                  | 10° C    |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |   |          |
| Departure Point:                 | Barrow, AK (PABR)                | Type of Flight Plan Filed:              | VFR      |
| Destination:                     | Wainwright, AK (PAWI)            | Type of Clearance:                      | None     |
| Departure Time:                  | 1200 ADT                         | Type of Airspace:                       |          |

## Airport Information

|                      |                   |                           |           |
|----------------------|-------------------|---------------------------|-----------|
| Airport:             | Wainwright (PAWI) | Runway Surface Type:      | Gravel    |
| Airport Elevation:   | 41 ft             | Runway Surface Condition: | Dry       |
| Runway Used:         | 23                | IFR Approach:             | None      |
| Runway Length/Width: | 4494 ft / 90 ft   | VFR Approach/Landing:     | Full Stop |

## Wreckage and Impact Information

|                     |        |                      |                        |
|---------------------|--------|----------------------|------------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial            |
| Passenger Injuries: | N/A    | Aircraft Fire:       | None                   |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None                   |
| Total Injuries:     | 1 None | Latitude, Longitude: | 70.638056, -159.994722 |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | Scott Erickson   |
| Additional Participating Persons: | Brent Weckwerth; FAA-AL-FAI FSDO 01; Fairbanks, AK   |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |