



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SITKA, AK	<b>Accident Number:</b>	ANC03LA054
<b>Date &amp; Time:</b>	05/30/2003, 1430 AKD	<b>Registration:</b>	N60TF
<b>Aircraft:</b>	deHAVILLAND DHC-2	<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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## Analysis

The airline transport certificated pilot departed from a paved runway for a short flight to a remote lake in an amphibious float-equipped airplane to deliver supplies to a client. The pilot reported that he was transporting several loads of equipment to the lake, and failed to visually check the gear position while looking for a new unloading area. He also indicated that he was distracted when he had to reset the flaps, and by a minor malfunction with the airplane's GPS receiver. He said he forgot to raise the landing gear wheels, and landed on the lake with the wheels extended. During the landing touchdown on the lake, the airplane nosed over and received damage to the left wing and fuselage. The airplane is equipped with floats that have landing gear position lights installed on the instrument panel. The airplane also has a mirror enabling the pilot to visually observe the landing gear position.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to retract the landing gear wheels of an amphibious float equipped airplane after departure from a paved runway, which resulted in a nose over when the airplane was landed on a nearby lake with the wheels extended. A contributing factor in the accident was the pilot's diverted attention during the short flight from the airport to the lake.

## Findings

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Occurrence #1: WHEELS DOWN LANDING IN WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On May 30, 2003, about 1430 Alaska daylight time, an amphibious float-equipped deHavilland DHC-2 airplane, N60TF, sustained substantial damage when it overturned during a wheels down landing on Salmon Lake, about 9 miles east-southeast of Sitka, Alaska. The airplane was being operated as a visual flight rules (VFR) local area nonscheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Harris Aircraft Services Inc., Sitka. 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 Sitka Rocky Gutierrez Airport, about 1419.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on May 30, the director of operations for the operator reported the pilot was landing on Salmon Lake to deliver supplies to a client at the lake. The airplane departed from a paved runway at Sitka. The landing gear wheels were not retracted, and upon landing on the lake, the airplane nosed over and received damage to the left wing and fuselage. The airplane remained floating inverted. The director of operations said that the airplane is equipped with Wipline floats that have landing gear position lights installed on the instrument panel. The airplane also has a mirror enabling the pilot to visually observe the landing gear position.

During a telephone conversation with the NTSB IIC, on June 2, the pilot reported that he was transporting several loads of equipment to the lake. He said he was distracted during the short flight when he had to reset the flaps, and by a minor malfunction with the airplane's GPS receiver. The pilot said he forgot to raise the landing gear after departing the Sitka Airport, and landed on the lake with the gear extended.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated that during the approach to the lake, he performed a "GUMP" (gas, undercarriage, mixture, prop) check while looking for a new unloading area. He said he failed to visually check the gear position.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	54, 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>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/11/2002
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3720 hours (Total, all aircraft), 500 hours (Total, this make and model), 3750 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	deHAVILLAND	<b>Registration:</b>	N60TF
<b>Model/Series:</b>	DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	57-2563
<b>Landing Gear Type:</b>	Retractable - Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/18/2003, 100 Hour	<b>Certified Max Gross Wt.:</b>	5600 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6060 Hours at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	HARRIS AIRCRAFT SERVICES INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	HARRIS AIRCRAFT SERVICES INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	HOVC

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PASI, 21 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1355 ADT	Direction from Accident Site:	295°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	12° C / 8° C
Precipitation and Obscuration:			
Departure Point:	SITKA, AK (PASI)	Type of Flight Plan Filed:	VFR
Destination:	SITKA, AK	Type of Clearance:	None
Departure Time:	1419 ADT	Type of Airspace:	Class G

## 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:	56.958333, -135.141667

## Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	11/25/2003
Additional Participating Persons:	JOHN FISHER; FAA-AL-JNU FSDO 05; JUNEAU, AK		
Publish Date:			
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> .		

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](#).