



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Fentress, Texas	<b>Accident Number:</b>	GAA16CA184
<b>Date &amp; Time:</b>	April 9, 2016, 17:00 Local	<b>Registration:</b>	N122PM
<b>Aircraft:</b>	DEHAVILLAND DHC 6 TWIN OTTER	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

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## Analysis

The pilot reported that he was landing in gusty crosswind conditions following a parachute jump flight, and that the gusty conditions had persisted for the previous 10 skydiving flights that day. The pilot further reported that during the landing roll, when the nose wheel touched down, the airplane became "unstable" and veered to the left. He reported that he applied right rudder and added power to abort the landing, but the airplane departed the runway to the left and the left wing impacted a tree. The airplane spun 180 degrees to the left and came to rest after the impact with the tree.

The left wing was substantially damaged.

The pilot did not report any mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## 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 directional control during the aborted landing in gusty crosswind conditions, which resulted in a runway excursion and a collision with a tree.

## Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation
Environmental issues	Crosswind - Response/compensation

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Airline transport	Age:	45,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	February 14, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 13, 2016
Flight Time:	(Estimated) 6000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

Certificate:	Commercial	Age:	34,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 2 Without waivers/limitations	Last FAA Medical Exam:	March 23, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N122PM
Model/Series:	DHC 6 TWIN OTTER 1	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 17, 2015 Continuous airworthiness	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	53624 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C91 installed, not activated	Engine Model/Series:	PT6-28 (R)
Registered Owner:		Rated Power:	715 Horsepower
Operator:		Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHYI, 594 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	21:45 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 21 knots	Turbulence Type Forecast/Actual:	/ Terrain-Induced
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/ Light
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	26° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fentress, TX (XS90)	Type of Flight Plan Filed:	None
Destination:	Fentress, TX (XS90)	Type of Clearance:	Traffic advisory; VFR flight following
Departure Time:	16:40 Local	Type of Airspace:	Class G

## Airport Information

<b>Airport:</b>	FENTRESS AIRPARK XS90	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	460 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## 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>	29.768611,-97.775558(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Michael Smith; FAA; San Antonio, TX
<b>Original Publish Date:</b>	June 1, 2016
<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.nts.gov/Docket?ProjectID=92987">https://data.nts.gov/Docket?ProjectID=92987</a>

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