



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety

October 19, 2016

# **Enhanced Ground Proximity Warning System (EGPWS) Download**

**ANC17FA001**

This document contains 3 embedded photos.

## **A. ACCIDENT**

Location: Togiak, AK  
Date: October 2, 2016  
Aircraft: Cessna 208B, Registration #: N208SD, Serial #: 208B0491  
NTSB IIC: Shaun Williams

## **B. EXAMINATION PARTICIPANTS:**

Kate Benhoff  
Air Safety Investigator  
National Transportation Safety Board  
505 South 336<sup>th</sup> Street, Suite 540  
Federal Way, WA 98003

Jack Vanover  
Air Safety Investigator  
National Transportation Safety Board  
505 South 336<sup>th</sup> Street, Suite 540  
Federal Way, WA 98003

Eric Swenson  
Air Safety Investigator  
National Transportation Safety Board  
222 West 7<sup>th</sup> Avenue, Room 216  
Anchorage, AK 99513

Jim Mulkins  
Principal Systems Engineer - Honeywell  
15001 N.E. 36<sup>th</sup> Street  
Redmond, WA 98052

## **C. SUMMARY**

On October 2, 2016, about 1154 Alaska daylight time, a turbine-powered Cessna 208B Grand Caravan airplane, N208SD, sustained substantial damage after impacting steep, mountainous, rocky terrain about 12 miles northwest of Togiak, Alaska. The airplane was being operated as flight 3153 by Hageland Aviation Services, Inc., dba Ravn Connect, Anchorage, Alaska, as a scheduled commuter flight under the provisions of 14 Code of Federal Regulations (CFR) Part 135 and visual flight rules (VFR). All three people on board (two commercial pilots and one passenger) sustained fatal injuries. Visual meteorological conditions prevailed at the Togiak Airport, Togiak, and company flight following procedures were in effect. Flight 3153 departed Quinhagak, Alaska, at 1133, destined for Togiak.

Download of the recovered EGPWS (Serial number- 24510435), was conducted on October 19, 2016 at the facilities of Honeywell, Redmond, WA.



Figure 1: Photo of data plate

#### D. INSPECTION OF THE UNIT PRIOR TO DOWNLOAD

The outer box assembly was covered in dirt and was heavily crushed due to impact. The main data interface connector was also crushed and the main data plate panel was partially separated from the box assembly.



Figure 2: Damaged EGPWS

## E. DISASSEMBLY OF THE UNIT

A grinder was used to remove outer bolts and nuts and a drill was used to remove rivets on the bottom panel that had shifted to the side. The bottom panel was removed. All three circuit boards were broken and fragmented.

Terrain Database Version installed: 466N, with a release date of 09/18/2012. The current version at the time of the accident was 480N with a release date of August 2016. According to the Honeywell representative, the database update in 480N would not have affected the accident flight.

## F. EGPWS DOWNLOAD

Download was unable to occur due to a damaged U24 chip, the flash memory for the flight data. The chip will be sent to Micron in Folsom, CA for further examination.

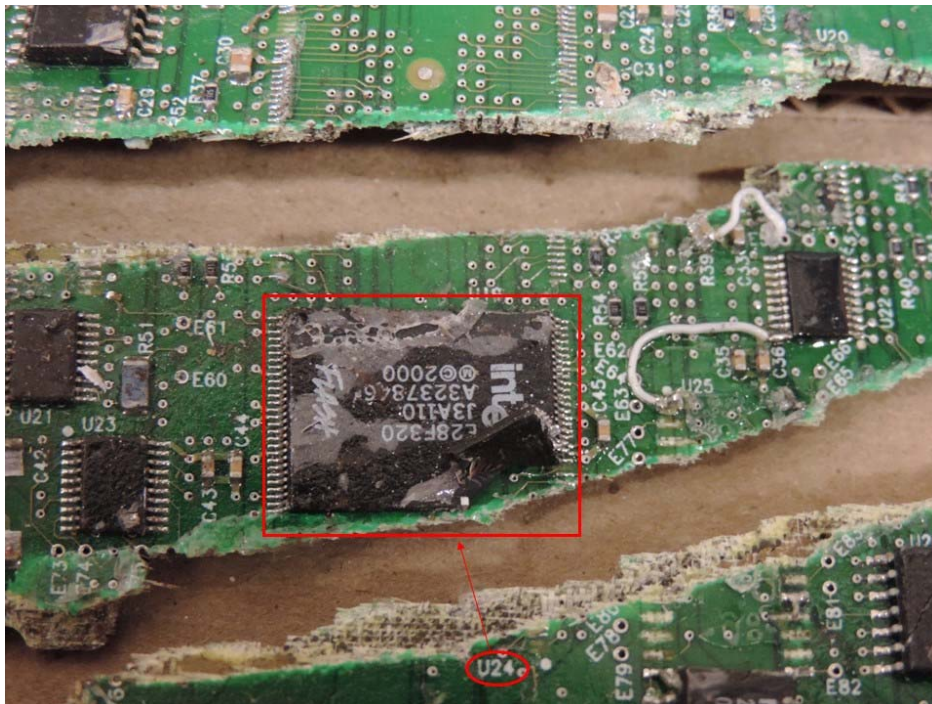


Figure 3: Damaged U24 chip

Submitted by: Investigator Kate Benhoff