



Aviation Investigation Factual Report

Location:	Toksook Bay, Alaska	Accident Number:	ANC05LA025
Date & Time:	January 27, 2005, 10:15 Local	Registration:	N201EH
Aircraft:	de Havilland DHC-6-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Factual Information

On January 27, 2005, about 1015 Alaska standard time, a wheel-equipped deHavilland DHC-6-200 airplane, N201EH, sustained substantial damage when the airplane slid off the runway during the landing roll, and its nose gear collapsed at the Toksook Bay Airport, Toksook Bay, Alaska. The airplane was being operated by Era Aviation, of Anchorage, Alaska, as an instrument flight rules (IFR) scheduled domestic passenger flight under Title 14, CFR Part 121, when the accident occurred. The airline transport certificated captain, the first officer, and the six passengers, were not injured. Visual meteorological conditions prevailed, and an instrument flight plan was filed. The flight originated at the Tununak Airport, Tununak, Alaska, about 1008.

In a written statement dated January 27, 2005, the pilot reported about 500 feet into the landing roll on runway 16, a gust of wind "blew us sideways." He wrote, "I could not straighten the aircraft, and we started to drift off the edge." He reported he had started to add power to initiate an aborted landing, but as he did so, he thought the airplane struck a runway light, and he reduced power and continued the landing roll. Exiting the right side of the runway the nose gear strut broke off, and the right main landing gear ran over the runway edge embankment. The airplane came to rest on the nose and right wing.

The airport at Toksook Bay is unattended, and there is no official weather reporting station. There is however, a digital weather camera, which updates the picture every 10 minutes. The camera is located in a ramp area and looks northwest toward the approach end of runway 16. Coincidentally the camera took a picture of the accident airplane on short final to runway 16 at 1916, and again sitting on the side of the runway at 1926. In both pictures the windsock and segmented circle are clearly visible in the foreground, and indicated a crosswind from the left.

In a written statement dated January 27, the pilot reported that he believed the wind speed was about 20-25 knots.

During an examination of the airplane on February 3, the NTSB investigator-in-charge observed structural damage to the fuselage and the right wing.

Pilot Information

Certificate:	Airline transport	Age:	38,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	November 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 1, 2004
Flight Time:	6666 hours (Total, all aircraft), 5377 hours (Total, this make and model), 3437 hours (Pilot In Command, all aircraft), 214 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 1, 2004
Flight Time:	1157 hours (Total, all aircraft), 857 hours (Total, this make and model), 263 hours (Pilot In Command, all aircraft), 212 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N201EH
Model/Series:	DHC-6-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	217
Landing Gear Type:	Tricycle	Seats:	17
Date/Type of Last Inspection:	December 1, 2004 Continuous airworthiness	Certified Max Gross Wt.:	11679 lbs
Time Since Last Inspection:	126 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	46473 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	ERA AVIATION INC	Rated Power:	550 Horsepower
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	ERA Aviation	Operator Designator Code:	ERAG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tununak, AK (4KA)	Type of Flight Plan Filed:	IFR
Destination:	Toksook Bay, AK (OOK)	Type of Clearance:	VFR
Departure Time:	10:06 Local	Type of Airspace:	

Airport Information

Airport:	Toksook Bay OOK	Runway Surface Type:	Gravel
Airport Elevation:	70 ft msl	Runway Surface Condition:	Ice
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in;Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	60.541389,-165.087219

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Michael Dolson; Anchorage FSDO-03; Anchorage, AK
Report Date:	September 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60941

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).