



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Star, ID	<b>Accident Number:</b>	SEA01TA083
<b>Date &amp; Time:</b>	05/01/2001, 1030 MDT	<b>Registration:</b>	N49SJ
<b>Aircraft:</b>	de Havilland DHC-6-300	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Public Aircraft		

## Analysis

The pilot reported that during the landing roll, the aircraft began to veer to the left. When aileron and rudder control were not effective to re-align the aircraft's direction of travel, the pilot transferred over to the nose wheel steering control. The pilot applied corrective input all the way to the right when he heard a "clink" sound. The aircraft exited the side of the runway and collided with the terrain. Post-accident inspection of the aircraft found that the nose wheel steering cable was broken. The cable was sent to the National Transportation Safety Board Materials Laboratory for examination. The specialist reported that the end of many wires exhibited fractures on a flat plane that was perpendicular to the longitudinal axis, typical of a fatigue crack. About 90 percent of the flat areas extended through the fracture face. The metallurgist reported that approximately 50 percent of the wires from the cable contained fatigue cracking.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fatigue failure of the nose wheel steering cable during the landing roll. Rough/uneven terrain was a factor.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,STEERING SYSTEM - FATIGUE

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	12800 hours (Total, all aircraft), 2128 hours (Total, this make and model), 12800 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N49SJ
<b>Model/Series:</b>	DHC-6-300	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	Bureau of Land Management	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-27
<b>Flight Conducted Under:</b>	Public Aircraft		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BOI, 2868 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 22 knots, 310°
<b>Temperature:</b>	9° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Boise, ID (BOI)	<b>Destination:</b>	Star, ID

## Airport Information

<b>Airport:</b>	Snake River Skydiving Airport	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	060	<b>Runway Surface Condition:</b>	Rough
<b>Runway Length/Width:</b>	4000 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

**Investigator In Charge (IIC):** Debra J Eckrote

**Adopted Date:** 11/14/2001

**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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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