



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Ouzinkie, AK	<b>Accident Number:</b>	ANC02LA012
<b>Date &amp; Time:</b>	02/01/2002, 1356 AST	<b>Registration:</b>	N27MR
<b>Aircraft:</b>	Britten-Norman BN2A-26	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

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On February 1, 2002, about 1356 Alaska standard time, a wheel-equipped Britten-Norman BN2A-26 airplane, N27MR, sustained substantial damage during an aborted takeoff at the Ouzinkie Airport, Ouzinkie, Alaska. The airplane was being operated as a visual flight rules (VFR) on demand charter flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Island Air of Kodiak, Alaska. The airline transport certificated pilot and the two passengers were not injured. Visual meteorological conditions prevailed at the time of the accident. The flight originated at the Ouzinkie Airport, and was bound for Kodiak.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on February 1, the director of operations for the operator reported that during the attempted takeoff, the right landing gear became mired in slush, and the airplane was pulled to the right side of the runway. The pilot reduced engine power to abort the takeoff. The airplane exited the runway to the right. The airplane went down an embankment and encountered rough and uneven terrain. The pilot and passengers exited the airplane without incident. The director of operations said the nose gear did not collapse, but was bent rearward.

During a telephone conversation with the IIC on February 2, the director of operations reported that the bulkhead to which the nose landing gear is attached was damaged and would have to be replaced. No other portions of the airplane were damaged. He said there were no known mechanical problems with the airplane prior to the accident.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/21/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/29/2002
<b>Flight Time:</b>	15500 hours (Total, all aircraft), 2500 hours (Total, this make and model), 15200 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Britten-Norman	<b>Registration:</b>	N27MR
<b>Model/Series:</b>	BN2A-26	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	884
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	01/14/2002, AAIP	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>	25.3 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8873.1 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-E4C5
<b>Registered Owner:</b>	Redemption, Inc.	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	Island Air Services	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	Redemption Inc. DBA	<b>Operator Designator Code:</b>	RI9A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2° C
Precipitation and Obscuration:			
Departure Point:	Ouzinkie, AK (4K5)	Type of Flight Plan Filed:	Company VFR
Destination:	Kodiak, AK (ADK)	Type of Clearance:	VFR
Departure Time:	1356 AST	Type of Airspace:	Class E

## Airport Information

Airport:	OUZINKIE (4K5)	Runway Surface Type:	Gravel
Airport Elevation:	55 ft	Runway Surface Condition:	Snow--wet
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2085 ft / 80 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	57.926944, -152.500833

## Administrative Information

Investigator In Charge (IIC):	Lawrence R Lewis
Additional Participating Persons:	Maurice D Hendrickson; Anchorage FSDO; Anchorage, AK
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:pubinq@ntsb.gov">pubinq@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> .