



National Transportation Safety Board Aviation Accident Data Summary

Location:	Wainwright, AK	Accident Number:	ANC06LA134
Date & Time:	09/02/2006, 1245 AKD	Registration:	N3125N
Aircraft:	de Havilland DHC-3	Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The airline transport certificated pilot was landing a wheel-equipped airplane on runway 23, during a Title 14, CFR Part 135, cargo flight. The pilot indicated that the wind at the airport was from 180 degrees. He described the wind strength as 10 knots or greater, indicated by streaks of white foam on many nearby lakes, with the streaks of foam appearing perpendicular to the runway. During the landing roll, the airplane suddenly veered to the left. The pilot applied right brake and right rudder, but the airplane departed off the left side of the runway, rolled down an embankment, and collided with a ditch. The airplane received structural damage to left main landing gear assembly, the left aileron, and the fuselage. In the Recommendation '(How could this accident have been prevented?)' portion of the NTSB accident report, the pilot indicated that he should not have landed with the existing crosswind.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for wind conditions during the landing roll, which resulted in a loss of control, and subsequent collision with a ditch when the airplane departed the runway. A factor contributing to the accident was a crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	27
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4200 hours (Total, all aircraft), 250 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N3125N
Model/Series:	DHC-3	Engines:	1 Reciprocating
Operator:	Alaska Air Taxi, LLC	Engine Manufacturer:	PZL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	AW-2-30
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	10 knots / , 180°
Temperature:	10° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Barrow, AK (PABR)	Destination:	Wainwright, AK (PAWI)

Airport Information

Airport:	Wainwright (PAWI)	Runway Surface Type:	Gravel
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	4494 ft / 90 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	70.638056, -159.994722		

Administrative Information

Investigator In Charge (IIC): Scott Erickson

Adopted Date: 04/25/2007

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.