



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kodiak, AK	<b>Accident Number:</b>	ANC04LA113
<b>Date &amp; Time:</b>	09/23/2004, 1100 AKD	<b>Registration:</b>	N6522T
<b>Aircraft:</b>	Britten-Norman BN-2A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 2 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The commercial certificated pilot, with six passengers, was departing from a remote beach in a twin-engine airplane on an on-demand air taxi flight. The beach was oriented north/south, and was utilized by airplanes transporting guests to and from a remote wilderness lodge. Weather conditions at the beach were reported to air taxi operators via satellite phone. The pilot reported that as he was departing toward the north, the wind was from the west about 30 knots, with gusts to 50 knots. About 20 feet agl, a strong gust of wind, or a downdraft, hit the airplane. The airplane descended and the left wing collided with the beach, which spun the airplane 180 degrees. The airplane came to rest in about 2 1/2 feet of water.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions, and his intentional flight into adverse weather conditions, which resulted in a loss of control and collision with terrain during takeoff-initial climb. Factors contributing to the accident were high and gusty wind conditions, and the pilot's inadequate preflight planning.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH WIND
4. (C) FLIGHT INTO ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - SAND BAR

## Factual Information

On September 23, 2004, about 1100 Alaska daylight time, a Britten-Norman BN-2A airplane, N6522T, sustained substantial damage when it collided with terrain during takeoff initial climb from a remote beach area near Hallo Bay, Alaska, about 65 miles northwest of Kodiak, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country air taxi flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Homer Air Inc., Homer, Alaska. The commercial certificated pilot and one passenger received minor injuries; two passengers received serious injuries, and the remaining three passengers were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed to Homer. The flight originated from a beach area located along the Alaska Peninsula, about 100 miles southwest of Homer.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 23, the director of operations for the operator reported that the twin-engine airplane was departing Hallo Bay, Alaska, where a remote wilderness lodge is located. The takeoff area on the beach is oriented north/south. The director of operations said that the pilot began the takeoff with gusty wind conditions blowing about 20 knots from the west. He said that the airplane encountered windshear and descended to the beach, and came to rest partially in the ocean tidal area. The right wing was torn off the airplane, and the fuselage was torn open. The director of operations indicated that Hallo Bay Wilderness Lodge personnel provide weather reports via satellite phone for the landing/takeoff area.

In the Pilot/Operator Accident Report, (NTSB Form 6120.1) submitted by the pilot, the pilot reported that when he departed Homer about 0930, the wind as reported by lodge personnel was from the west about 20 knots. When he arrived at the lodge about 1040, the wind was from the west about 30 knots, with gusts to 50 knots. As he was departing from the beach, the pilot indicated that about 20 feet agl, a strong gust of wind, or a downdraft, hit the airplane. The airplane descended and the left wing collided with the beach, which spun the airplane 180 degrees. The pilot said the airplane came to rest in about 2 1/2 feet of water.

Search and rescue personnel from the U.S. Coast Guard Air Station, Kodiak, responded to the accident site, and transported all of the occupants to the hospital in Kodiak.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/04/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 300 hours (Total, this make and model), 4450 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 110 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>	N6522T
<b>Model/Series:</b>	BN-2A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	136
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	09/10/2004, 100 Hour	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>	9 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	16473 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-4C5
<b>Registered Owner:</b>	Homer Air Inc.	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	Homer Air Inc.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ENEC

## 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:	Clear	Visibility	40 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	30 knots / 50 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	Kodiak, AK	Type of Flight Plan Filed:	VFR
Destination:	Homer, AK (PAHO)	Type of Clearance:	None
Departure Time:	1100 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor, 3 None	Latitude, Longitude:	58.566667, -153.916667

## Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Report Date:	06/08/2005
Additional Participating Persons:	Boyd Waltman; FAA-AL-ANC FSDO 03; Anchorage, AK		
Publish Date:			
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).