PREMILINARY REPORT

HCLJ510-000828	**Accident**		
Aircraft:	De Havilland DCH 8-106	Registration:	TF-JMB
Engines:	2 – P&W 121	Flight:	Commercial flight, IFR
Crew:	3 – No injuries	Passengers:	31 - No injuries
Place:	Runway 23 at BGGH, Greenland	Date & Time:	04.03.2011, 1609 UTC

All time references are UTC. The information in this preliminary report could be subject for changes.

The accident flight was a commercial passenger flight from Reykjavik Airport, Iceland (BIRK) to Nuuk Airport, Greenland (BGGH). The flight made a technical landing and uplifted fuel at Kulusuk, Greenland (BGKK).

The flight departed BGKK on 04.03.2011 at 1417 hrs. On board the aircraft were two pilots, one cabin attendant and 31 passengers. The commander was the pilot flying (PF).

The flight crew was updated on the weather conditions during the flight from BGKK toward BGGH.

Sondrestrom Flight Information Center (FIC) informed the flight crew at 1539 hrs about the weather conditions at BGGH: Wind direction was from 160° at a speed of 33 kts with a maximum of 48 kts., the visibility was 3,000 meters in snow, there were patches of fog, low drifting snow, a few clouds at 1,600 feet, broken clouds at 2,800 feet, the temperature was minus zero, the dew point was minus four and the QNH was 1015 hPa. The FIC also informed the flight crew that only one aircraft had departed BGGH and only one aircraft had landed on BGGH since the beginning of airport operation on that day.

At 1542 hrs, the FIC informed the flight crew about a SIGMET issued for the west coast of Greenland. The SIGMET was affecting a part of Nuuk Traffic Information Zone (TIZ). Severe turbulence was forecasted from the surface to 8,000 feet. Later at 1544 hrs the FIC updated the information concerning the turbulence. It was stretching from the surface to 7,000 feet and it was weakening.

At 1557 hrs, another aircraft was about to start the engines on the parking area at Nuuk Airport. The flight crew made radio contact with Nuuk AFIS. Nuuk AFIS informed the flight crew about the weather and runway conditions: Runway in use was 23, wind direction was 180° at 29 kts with a maximum of 43 kts, the QNH was 1014 hPa, the temperature was zero degrees, 25% of the runway was covered with up to 1 mm compacted snow and 50% of the runway was covered with loose fine snow. The braking action was measured with a Tapley Decelerometer and the braking action on runway 23 was 55-55-50.

At 1558 hrs, the flight crew of TF-JMB made radio contact with Nuuk AFIS. They informed Nuuk AFIS that they were passing the reporting point NUTKA. Nuuk AFIS informed the flight crew about the weather conditions at the airport: The runway in use was 23, wind direction was from 170° at a speed of 24 kts with a maximum of 43 kts, the visibility was 4,000 meters in light snow, moderate blowing snow, a few clouds

at 1,800 feet, broken clouds at 3,500 feet, the temperature was zero, the dew point was minus four and the QNH was 1014 hPa. Additional Nuuk AFIS informed the flight crew of two other aircraft in the Nuuk area.

Nuuk AFIS asked the flight crew if they had copied the runway conditions transmitted to the other aircraft. The crew confirmed that they had received the information.

The flight crew made visual contact with the runway and decided to deviate to the right (west) of the offset Localizer (LLZ) to runway 23. The flight continued towards the runway from a position right of the runway centerline. The flight crew was aiming to land the aircraft at a point between the runway threshold and the touchdown zone.

At 1607 hrs, the flight crew reported to Nuuk AFIS that they were three miles from the runway. Nuuk AFIS informed the crew that there was no traffic on runway 23 and the wind direction was 180°, the wind speed was 17 kts, maximum 42 kts and the wind direction was variable between 140° and 220°.

As the aircraft approached runway 23 it was still in the final right turn over the landing threshold.

The aircraft touched down on runway 23 between the runway threshold and the touchdown zone and to the left of the runway centerline. The Flight Data Recorder (FDR) data indicated that the aircraft was banking more than 11° to the right as the aircraft touched down. At the same time the vertical acceleration was approximately 3.9 G and the rate of descent was greater than 13 feet per second.

The right main landing gear (MLG) shock strut fuse pin sheared and the right MLG collapsed, the aircraft skidded down the runway and departed the runway to the right.

The nose landing gear was separated from the aircraft as the aircraft was entering the unpaved surface. The aircraft came to rest in the rocky area to the right of runway 23.

Neither passengers nor flight crew suffered any injuries. The passengers disembarked the aircraft using the forward right emergency exit.

The aircraft was substantially damaged.

The accident occurred in daylight under visual meteorological conditions (VMC).

The Danish Accident Investigation Board continues its investigation.