



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	SHAGELUK, AK	<b>Accident Number:</b>	ANC87LA069
<b>Date &amp; Time:</b>	05/13/1987, 1900 AKD	<b>Registration:</b>	N8504X
<b>Aircraft:</b>	FAIRCHILD C-119L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

THE AIRPLANE WAS DESTABILIZED BY A SLIGHT VERTICAL AIR MOVEMENT ON APPROACH. THE PILOT TOUCHED THE AIRPLANE DOWN SHORT OF THE RUNWAY PROPER, COLLAPSING THE LANDING GEAR BEFORE SLIDING OFF THE STRIP INTO ADJACENT TUNDRA.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD
5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43, 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>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/13/1987
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	14500 hours (Total, all aircraft), 36 hours (Total, this make and model), 10275 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FAIRCHILD	<b>Registration:</b>	N8504X
<b>Model/Series:</b>	C-119L C-119L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	245
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	04/22/1987, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	72500 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	7982 Hours	<b>Engine Manufacturer:</b>	Curtis Wright
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-3350-89B
<b>Registered Owner:</b>	NORTHERN PACIFIC TRANSPORT, INC	<b>Rated Power:</b>	3500 hp
<b>Operator:</b>	ALASKA AIRCRAFT LEASING	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	WICK CONSTRUCTION CO.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	None
Destination:	SHAGELUK, AK (SHX)	Type of Clearance:	None
Departure Time:	1700 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	SHAGELUK (SHX)	Runway Surface Type:	Gravel
Airport Elevation:	70 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2500 ft / 35 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Report Date:	07/05/1988
Additional Participating Persons:	ROBERT E CHRISTENSEN; ANCHORAGE, AK ERNEST KEENER; 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.ntsb.gov/pubdms/">http://dms.ntsb.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](#).