



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCGRATH, AK	<b>Accident Number:</b>	ANC95LA084
<b>Date &amp; Time:</b>	06/05/1995, 1400 AKD	<b>Registration:</b>	N906SJ
<b>Aircraft:</b>	LOCKHEED L-382E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 121: Air Carrier - Non-scheduled

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## Analysis

THE PILOT WAS MAKING AN APPROACH TO A 3800 FOOT LONG GRAVEL AIRSTRIP WHICH HAD A 60 FOOT HILL AT THE APPROACH END. THE AIRPLANE'S TAIL STRUCK THE GROUND DURING LANDING. ACCORDING TO INFORMATION FROM THE OPERATOR, THE AIRPLANE'S SINK RATE WAS NOT SUFFICIENTLY ARRESTED BY THE FLIGHT CREW BEFORE TOUCHDOWN, AND THE TAIL SKID STRUCK THE GROUND DURING THE LANDING FLARE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND TO ASSURE THE AIRPLANE WAS ADEQUATELY FLARED FOR LANDING.

## Findings

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Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

## Factual Information

On June 5, 1995, at 1400 Alaska daylight time, a wheel equipped, retractable gear, Lockheed L-382E airplane, N906SJ, registered to and operated by Southern Air Transport of Columbus, Ohio, dragged its tail during landing at Nixon Fork Mine, located 28 miles north of McGrath, Alaska. The unscheduled cargo flight, operating under 14 CFR Part 121, departed Anchorage International Airport, Anchorage, Alaska, and the destination was Nixon Fork Mine. Visual meteorological conditions prevailed and a visual flight rules flight plan was filed. The airline transport certificated pilot-in-command, the first officer, and the flight engineer, the only occupants, were not injured and the airplane received substantial damage.

During a telephone conversation with Southern Air Transport's L-382 Chief Pilot, he stated that the airplane, N906SJ, is 18 feet longer than the other L-382 airplanes. He stated it was real easy to drag the tail if you developed a sink rate and attempted to arrest the sink rate by increasing the landing flare. This airplane was landing on runway 35 at Nixon Fork Mine and the approach was over a 60 foot high hill. The hill is situated at the threshold of runway 35. The runway is 3,800 feet long and 75 feet wide.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<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 Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	04/26/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7455 hours (Total, all aircraft), 3280 hours (Total, this make and model), 82 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LOCKHEED	Registration:	N906SJ
Model/Series:	L-382E L-382E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	4477
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/05/1995, Continuous Airworthiness	Certified Max Gross Wt.:	155000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Prop
Airframe Total Time:	45737 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	501 D-22A
Registered Owner:	SOUTHERN AIR TRANSPORT	Rated Power:	4600 hp
Operator:	SOUTHERN AIR TRANSPORT	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	SRAA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	Unknown / 0 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 360°	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:	NIXON FORK MI, AK (NFR)	Type of Clearance:	None
Departure Time:	1251 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	NIXON FORK MINE	Runway Surface Type:	Gravel
Airport Elevation:	1490 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Adopted Date:	01/29/1996
Additional Participating Persons:	GEORGE MCAMMET; 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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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