



National Transportation Safety Board Aviation Accident Final Report

Location:	HUSLIA, AK	Accident Number:	ANC98LA085
Date & Time:	06/26/1998, 1403 AKD	Registration:	N402LC
Aircraft:	Lockheed L-382G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

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

Analysis

A transport category cargo airplane was landing on a remote, private airport. The runway was 4,300 feet long, and varied between 100 and 80 feet wide. The captain indicated the wind conditions were light and variable. He landed toward the north, and planned to touch down in the first few hundred feet of the approach end of the runway. During the landing flair, the airplane floated slightly, and then touched down about 1,200 feet beyond the approach end of the runway. After touch down, the captain lowered the nose of the airplane, and brought the engines into reverse. As the airplane decelerated, it drifted slightly to the left, but the captain indicated he did not notice any collision with any objects. After the airplane was parked, the crew noticed damage to the leading edge of the left wing, about 18 inches inboard from the tip. The left wing collided with a 3 inch diameter tree, and received aft crushing, damage to a wing nose rib, and slight denting of the wing spar web. The airplane has a wing span of 132 feet, 7 inches. The wing is 15 feet, 3 inches above the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain proper alignment of the airplane during the landing roll.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. OBJECT - TREE(S)
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 26, 1998, about 1403 Alaska daylight time, a Lockheed L-382G airplane, N402LC, sustained substantial damage during landing at the Hog River Airport, a private airport about 40 miles north of Huslia, Alaska. The airplane was being operated as an instrument (IFR) cross-country cargo flight under Title 14 CFR Part 121, when the accident occurred. The airplane was registered to, and operated by Lynden Air Cargo LLC. The crew of the airplane, consisting of the captain, first officer, flight engineer, and two load masters, were not injured. Visual meteorological conditions prevailed. A IFR flight plan was filed. The flight originated at the Fairbanks International Airport, Fairbanks, Alaska, about 1247.

The chief pilot for the operator reported the airport has a gravel runway that is oriented on a 300/120 degree heading. The runway is 4,300 feet long, and varies between 100 and 80 feet wide. The captain indicated he flew over runway 30 to inspect the runway, and observe the wind sock, which is located at the north end of the runway. The wind direction from the wind sock, a comparison of the airplane's airspeed, and ground speed indication from a global positioning system receiver (GPS), revealed variable wind conditions that were less than 10 knots. The captain decided to land toward the north, and planned to touch down in the first few hundred feet of the approach end of runway 30. During the landing flair, the airplane floated slightly, and then touched down about 1,200 feet beyond the approach end of the runway. After touch down, the captain lowered the nose of the airplane, and brought the engines into reverse. As the airplane decelerated, it drifted slightly to the left, but the captain indicated he did not notice any collision with any objects. After the airplane was parked, the crew noticed damage to the leading edge of the left wing, about 18 inches inboard from the tip.

An inspection of the leading edge revealed a collision with about a 3 inch diameter tree. The wing received aft crushing, damage to a wing nose rib, and slight denting of the wing spar web. The airplane has a wing span of 132 feet, 7 inches. The wing is 15 feet, 3 inches above the ground.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	06/03/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16176 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Lockheed	Registration:	N402LC
Model/Series:	L-382G L-382G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	4698
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	155000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	T-56
Registered Owner:	LYNDEN AIR CARGO LLC	Rated Power:	4500 hp
Operator:	LYNDEN AIR CARGO LLC	Air Carrier Operating Certificate:	Air Cargo; Flag carrier (121); Supplemental
Operator Does Business As:		Operator Designator Code:	LR7A

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 / 7000 ft agl	Temperature/Dew Point:	16° C
Lowest Ceiling:	None / 0 ft agl	Visibility	50 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1247 ADT	Type of Airspace:	Class G

Airport Information

Airport:	HOG RIVER	Runway Surface Type:	Gravel
Airport Elevation:	600 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4300 ft / 80 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Adopted Date:	02/11/2000
Additional Participating Persons:	RICHARD MAHL; 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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