



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC98LA114
<b>Date &amp; Time:</b>	07/31/1998, 1526 AKD	<b>Registration:</b>	N305SF
<b>Aircraft:</b>	Douglas DC-3C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Analysis

During the landing roll, after a wheel landing, the airplane veered left and departed the runway. The airplane's tailwheel fork assembly fractured. Postaccident inspection revealed the tailwheel offset to the left of the fuselage. Inspection at the NTSB metallurgical laboratory showed overstress separations with no evidence of preexisting cracking. The airplane and assembly had both accumulated 29,846 hours in operation at the time of the accident.

## 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 directional control during landing, and the resulting overload fracture of the tailwheel fork assembly.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: OTHER GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD

## Factual Information

On July 31, 1998, at 1526 Alaska daylight time, a Douglas DC-3C airplane, N305SF, sustained substantial damage during landing on runway 32 at Anchorage International Airport, Anchorage, Alaska. The two pilots, the only occupants, were not injured. The flight was conducted under 14 CFR Part 91 as a repositioning flight by Galaxy Air Cargo, Inc., of Anchorage, Alaska. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was filed. The flight departed Nondalton, Alaska, at 1400 for Anchorage.

The pilot reported that during a normal wheel landing, after lowering the tail at slow speed, the airplane veered left, and departed the runway edge. The airplane was then taxied to the ramp. The tail cone was dragged on the runway, damaging the tail cone attachment bulkhead. Postaccident inspection revealed two stringers in the tailwheel area requiring repair. The tailwheel was offset to the left of the fuselage, and the tailwheel fork assembly casting was found fractured.

Inspection of the tailwheel fork at the NTSB metallurgical lab revealed overstress separations with no evidence of preexisting cracking. The airplane, and the tailwheel fork assembly had both accumulated 29,857 hours in operation at the time of the accident.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	50, 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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	05/01/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 7000 hours (Total, this make and model), 13800 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Douglas	Registration:	N305SF
Model/Series:	DC-3C DC-3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	6208
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	26900 lbs
Time Since Last Inspection:	11 Hours	Engines:	2 Reciprocating
Airframe Total Time:	29857 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	1830-92
Registered Owner:	MAJESTIC LEASING, INC.	Rated Power:	1200 hp
Operator:	GALAXY AIR CARGO, INC.	Air Carrier Operating Certificate:	Air Cargo
Operator Does Business As:	MAJESTIC AIR CARGO	Operator Designator Code:	GX7C

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANC, 144 ft msl	Observation Time:	1526 ADT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 8500 ft agl	Temperature/Dew Point:	10° C / 8° C
Lowest Ceiling:	None / 0 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 240°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	NONDALTON, AK (5NN)	Type of Flight Plan Filed:	Company VFR
Destination:	(ANC)	Type of Clearance:	VFR
Departure Time:	1400 ADT	Type of Airspace:	Class D

## Airport Information

Airport:	ANCHORAGE INTERNATIONAL (ANC)	Runway Surface Type:	Asphalt
Airport Elevation:	144 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	10496 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Adopted Date:	05/19/1999
Additional Participating Persons:	HARTSEL G ACORD; 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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