



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	NEW STUYAHOK, AK	<b>Accident Number:</b>	ANC96LA115
<b>Date &amp; Time:</b>	08/02/1996, 1100 AKD	<b>Registration:</b>	N800NC
<b>Aircraft:</b>	de Havilland DHC-4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

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On August 2, 1996, about 1100 Alaska daylight time, a deHavilland DHC-4 airplane, N800NC, registered to and operated by Greatland Air Cargo, sustained substantial damage while landing at the New Stuyahok airstrip, New Stuyahok, Alaska. The commercial certificated captain and first officer were not injured. The 14 CFR Part 135 cargo flight operated in visual meteorological conditions.

During a telephone interview with the NTSB investigator-in-charge on August 5, the captain related that during the landing roll at New Stuyahok, the nose gear suddenly collapsed. The captain said the landing was normal and uneventful until the nosegear collapsed. He also said that the green, gear down and locked light, was appropriately illuminated, and that he was uncertain why the nosegear collapsed.

The airplane was returned to its maintenance base and repaired. According to the pilot, the nose gear hydraulic drag strut actuator malfunctioned, and failed to remain in the down locked position. He said the part was changed, and the nosegear operated properly. He also indicated that the drag strut actuator service life is "on condition." The failed part, part number 5460-3, had approximately 1400 service hours at the time of failure. The pilot, who is also a certificated aviation mechanic, believes that additional inspections of the drag strut and associated hoses are warranted.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/14/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15670 hours (Total, all aircraft), 850 hours (Total, this make and model), 15670 hours (Pilot In Command, all aircraft), 334 hours (Last 90 days, all aircraft), 108 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N800NC
<b>Model/Series:</b>	DHC-4 DHC-4	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	98
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	08/01/1996, AAIP	<b>Certified Max Gross Wt.:</b>	28500 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	14638 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R2000-7M2
<b>Registered Owner:</b>	GREATLAND AIR CARGO	<b>Rated Power:</b>	1450 hp
<b>Operator:</b>	GREATLAND AIR CARGO	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## 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:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	Company VFR
Destination:	(KNW)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	NEW STUYAHOK (KNW)	Runway Surface Type:	Gravel
Airport Elevation:	279 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1800 ft / 70 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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):	JAMES D LABELLE
Additional Participating Persons:	P.K. WILLIS; ANCHORAGE, AK
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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .