



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	McGrath, AK	<b>Accident Number:</b>	ANC07LA095
<b>Date &amp; Time:</b>	09/01/2007, 1230 AKD	<b>Registration:</b>	N2088Z
<b>Aircraft:</b>	Short Bros. SC-7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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On September 1, 2007, about 1230 Alaska daylight time, a twin-engine turboprop Short Brothers SC-7 airplane, N2088Z, sustained substantial damage when the nose landing gear strut collapsed during the landing roll at a remote lodge airstrip, about 82 miles east-northeast of McGrath, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country nonscheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Arctic Circle Air Service Inc., Fairbanks, Alaska. The airline transport certificated pilot, the sole occupant, was not injured. The flight originated at the Fairbanks International Airport about 1030. Visual meteorological conditions prevailed, and a VFR flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 4, the director of operations for the operator reported that the pilot was landing toward the northwest at the Mystic Lake Lodge. The gravel surfaced runway was about 1,000 feet long, and about 40 feet wide. During the landing roll, the nose landing gear strut collapsed when it encountered soft terrain.

On September 10, the director of maintenance for the operator reported that the fuselage received structural damage aft of the nose gear when the nose gear collapsed.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45, 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, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	04/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/01/2007
<b>Flight Time:</b>	15000 hours (Total, all aircraft), 2600 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Short Bros.	<b>Registration:</b>	N2088Z
<b>Model/Series:</b>	SC-7	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	SH-1963
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/01/2007, AAIP	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	114 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	10730 Hours as of last inspection	<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>		<b>Engine Model/Series:</b>	TPE331-2-201A
<b>Registered Owner:</b>	Arctic Air Group	<b>Rated Power:</b>	715 hp
<b>Operator:</b>	Arctic Circle Air Service Inc.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	Arctic Circle air	<b>Operator Designator Code:</b>	ACSA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	VFR
Destination:	McGrath, AK	Type of Clearance:	None
Departure Time:	1030 ADT	Type of Airspace:	

## Airport Information

Airport:	Mystic Lake Lodge	Runway Surface Type:	Dirt; Grass/turf; Gravel
Airport Elevation:	1750 ft	Runway Surface Condition:	Dry; Rough; Soft
Runway Used:		IFR Approach:	None
Runway Length/Width:	1000 ft / 40 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	62.858333, -152.626667

## Administrative Information

Investigator In Charge (IIC):	Scott Erickson
Additional Participating Persons:	Terry Musick; FAA-AL-ANC FSDO 03; 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> .