



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

The airline transport pilot was landing a twin-engine turboprop airplane at a remote lodge airstrip, which 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing and subsequent nose gear collapse during the landing roll. Contributing to the accident was the soft terrain.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

3. (C) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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 Manufacturer:</b>	Short Bros.	<b>Registration:</b>	N2088Z
<b>Model/Series:</b>	SC-7	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	Arctic Circle Air Service Inc.	<b>Engine Manufacturer:</b>	Garrett
<b>Air Carrier Operating Certificate:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TPE331-2-201A
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable, Variable
<b>Temperature:</b>	9°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fairbanks, AK (PAFA)	<b>Destination:</b>	McGrath, AK

## Airport Information

<b>Airport:</b>	Mystic Lake Lodge	<b>Runway Surface Type:</b>	Dirt; Grass/turf; Gravel
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	Dry; Rough; Soft
<b>Runway Length/Width:</b>	1000 ft / 40 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott Erickson	<b>Adopted Date:</b>	05/28/2008
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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> .		

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