



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Incident Number:	ANC84IA103
Date & Time:	June 26, 1984, 09:24 Local	Registration:	N4753C
Aircraft:	FAIRCHILD C-82A	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 121: Air carrier - Non-scheduled		

Analysis

DURING ARRIVAL AT THE DESTINATION ARPT, THE AIRCREW WAS UNABLE TO EXTEND THE LANDING GEAR BY USING EITHER THE NORMAL OR EMERGENCY SYSTEMS. THEY ELECTED TO RETURN TO ANCHORAGE WHERE EMERGENCY EQUIPMENT WAS AVAILABLE. FUEL WAS REDUCED & SUBSEQUENTLY A WHEELS UP LANDING WAS MADE ON A FOAMED RWY. AN EXAM REVEALED THAT THE RIGHT GIMBAL RING/TRAVEL NUT, P/N A7601A, HAD TRAVELED BEYOND ITS NORMAL DISTANCE & JAMMED AGAINST THE COLLAR ON THE ELECTRIC ACTUATOR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH

Findings

1. (C) LANDING GEAR,GEAR LOCKING MECHANISM - JAMMED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 1, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6400 hours (Total, all aircraft), 440 hours (Total, this make and model), 6400 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N4753C
Model/Series:	C-82A C-82A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	48-574
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	May 13, 1984 Continuous airworthiness	Certified Max Gross Wt.:	50000 lbs
Time Since Last Inspection:	93 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	15730 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-2800
Registered Owner:	NORTHERN AIR CARGO	Rated Power:	2100 Horsepower
Operator:		Operating Certificate(s) Held:	Air cargo
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ANC	Distance from Accident Site:	
Observation Time:	09:25 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 7500 ft AGL	Visibility	30 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 6°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	ANCHORAGE ANC	Runway Surface Type:	Asphalt
Airport Elevation:	144 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	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:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.159381,-149.990173(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4246>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).