



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Incident Number:</b>	ANC871A003
<b>Date &amp; Time:</b>	October 15, 1986, 13:35 Local	<b>Registration:</b>	N753AS
<b>Aircraft:</b>	BOEING 727-22C	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	115 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

AFTER DEPARTURE, THE FLIGHT CREW RETRACTED THE LANDING GEAR AND NOTICED A NOSE GEAR DISAGREEMENT LIGHT. UPON ARRIVING AT ANCHORAGE, THE FLIGHT CREW COULD NOT LOWER THE NOSE GEAR THROUGH NORMAL OR MANUAL MEANS. THE AIRPLANE LANDED WITH MAIN GEAR EXTENDED AND THE NOSE GEAR RETRACTED. EXAMINATION OF THE NOSE GEAR MECHANISMS REVEALED THAT THE TWO LINKS WHICH EXERCISE THE PAWL BLOCK LOCKS HAD FAILED ALLOWING THE NOSE GEAR TO REMAIN IN THE FULLY RETRACTED AND LOCKED POSITION.

## Probable Cause and Findings

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

### Findings

Occurrence #1: GEAR NOT EXTENDED  
Phase of Operation: LANDING - ROLL

#### Findings

1. LANDING GEAR, NOSE GEAR ASSEMBLY - DISABLED
2. (C) MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 1, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N753AS
<b>Model/Series:</b>	727-22C 727-22C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	19203
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	143
<b>Date/Type of Last Inspection:</b>	Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	142000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	3 Turbo jet
<b>Airframe Total Time:</b>	45697 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	JT8-D-7
<b>Registered Owner:</b>	ALASKA AIRLINES	<b>Rated Power:</b>	14000 Lbs thrust
<b>Operator:</b>	ARCO AVIATION	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ANC ,144 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	21:35 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KUPARAK , AK	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	ANCHORAGE , AK (ANC )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	19:28 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>	ANCHORAGE INT'L ANC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	144 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	109 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	115 None	<b>Latitude, Longitude:</b>	61.159011,-149.989807(est)

## Administrative Information

**Investigator In Charge (IIC):** Kobelnyk, George

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=4792>

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](#).