



National Transportation Safety Board Aviation Accident Final Report

Location:	SELAWIK, AK	Accident Number:	ANC92LA043
Date & Time:	03/03/1992, 1820 AST	Registration:	N151
Aircraft:	DOUGLAS DC-6B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None

Flight Conducted Under: Part 125: 20+ Pax,6000+ lbs

Analysis

THE HEAVILY LOADED FUEL TANKER LANDED WITH AN APPROXIMATE 3 KNOT TAILWIND, OVER RAN THE DEPARTURE END OF THE RUNWAY, AND CAME TO A STOP ON A FROZEN RIVER. THE LAST TWO THIRDS OF THE 3,150 FT LONG GRAVEL RUNWAY WAS COVERED WITH ICE. THE CREW STATED THAT THE PROPELLERS EITHER FAILED TO GO INTO REVERSE, OR WERE SLOW IN REVERSING, TO ASSIST IN STOPPING. EXAMINATION REVEALED THAT ALL PROPELLER BLADES WERE IN THE REVERSED POSITION. OUTSIDE AIR TEMPERATURE WAS MINUS 30 TO MINUS 35 DEGREES F. THE AIRPLANE PERFORMANCE CHART USED TO CALCULATE THE LANDING DISTANCE WAS FOR 'CONCRETE RUNWAYS'. STOPPING DISTANCE WAS NOT PREDICATED ON THE USE OF REVERSE PROPELLER THRUST. POST ACCIDENT CALCULATIONS, USING THE SAME CHART, FOUND THE ESTIMATED LANDING DISTANCE NEEDED FOR THE ACCIDENT FLIGHT TO BE 100 TO 200 FT MORE THAN THE LENGTH OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PRE FLIGHT PLANNING AND DISREGARDING THE AIRCRAFT PERFORMANCE DATA. CONTRIBUTING FACTORS WERE THE EXTREME OUTSIDE AIR TEMPERATURES, THE ICY RUNWAY, AND THE TAILWIND.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ICY
2. (C) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TAILWIND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last Medical Exam:	10/30/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6800 hours (Total, all aircraft), 5600 hours (Total, this make and model), 5430 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DOUGLAS	Registration:	N151
Model/Series:	DC-6B DC-6B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	45174
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	02/11/1992, Continuous Airworthiness	Certified Max Gross Wt.:	103800 lbs
Time Since Last Inspection:	44 Hours	Engines:	4 Reciprocating
Airframe Total Time:	33232 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R2800
Registered Owner:	EVERTS, CLIFF	Rated Power:	2400 hp
Operator:	EVERTS, CLIFF	Air Carrier Operating Certificate:	
Operator Does Business As:	EVERTS AIR FUEL, INC.	Operator Designator Code:	EVAB

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	-37° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	3 knots, 90°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1700 AST	Type of Airspace:	Class G

Airport Information

Airport:	SELAWIK (WLK)	Runway Surface Type:	Gravel
Airport Elevation:	25 ft	Runway Surface Condition:	Ice; Snow--compacted
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3150 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor, 2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Adopted Date:	05/26/1993
Additional Participating Persons:	HUGH KEITH; FAIRBANKS, AK DONALD C NELSON; FAIRBANKS, AK ROBERT HAXBY; FAIRBANKS, AK JAMES HEIRSTON; FAIRBANKS, AK		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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