



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDERSON, IN	Accident Number:	CHI94LA074
Date & Time:	01/31/1994, 1129 EST	Registration:	N907Z
Aircraft:	DOUGLAS DC3C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

FOR THE ACCIDENT FLIGHT, THE COPILOT WAS TO PERFORM THE TAKEOFF, WHILE THE CAPTAIN (PIC) MONITORED THE INSTRUMENTS/ENGINE GAUGES. THE PIC STATED THE COPILOT CORRECTED TO THE LEFT WHEN THE AIRPLANE BEGAN TO DRIFT TO THE RIGHT SIDE OF RUNWAY 30 (WINDS OUT OF 340 DEGREES AT 7 KNOTS). THE AIRPLANE DRIFTED BACK TO THE LEFT AND CONTINUED TOWARDS THE LEFT SIDE OF THE RUNWAY. THE PIC STATED HE TOOK CONTROL IN AN ATTEMPT TO KEEP THE AIRPLANE FROM GOING OFF THE RUNWAY, BUT DUE TO 'LACK OF TRACTION' THE AIRPLANE CONTINUED OFF THE LEFT SIDE OF THE RUNWAY. THE AIRPLANE VEERED RIGHT, BACK ONTO THE RUNWAY, BUT THE BOTTOM AFT SECTION OF THE FUSELAGE STRUCK A VASI LIGHT. THE PILOTS DESCRIBED THE RUNWAY AS SNOW AND ICE COVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot in command's inadequate remedial action after a loss of directional control during the takeoff ground roll. Related factors are the copilot's failure to maintain directional control, and the snow covered, icy runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
 2. (F) TERRAIN CONDITION - ICY
 3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
 4. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - RUNWAY LIGHT

Factual Information

On January 31, 1994, at 1129 hours eastern standard time, a Douglas DC 3C, N907Z, operated as an air taxi cargo flight by Miami Valley Aviation, Inc., slid off the snow/ice covered runway and struck VASI lights during an attempted takeoff at Anderson, Indiana. The airplane sustained substantial damage. The Airline Transport Pilot (ATP) and Commercial pilot reported no injuries. Instrument meteorological conditions prevailed for the flight, and an IFR flight plan was filed. The flight operated under 14 CFR Part 135, and originated from Anderson, Indiana, with an intended destination of Flint, Michigan.

The flight crew prearranged the division of duties for the departure. The copilot was to handle the flight controls and perform the takeoff, while the Captain (PIC) monitored flight and engine instruments/systems. The PIC reported the airplane began to drift to the right as the takeoff ground roll began. The copilot applied left rudder to compensate, and the airplane drifted back to the left. The captain stated he "took control and added right rudder, cut power on the right engine and added power to the left engine in an attempt to keep the airplane from going off the runway. The airplane corrected back to the right, but due to the lack of traction...snow...continued to drift left."

The airplane departed the left side of the runway, then veered back to the right. As the airplane moved toward the runway, the rear fuselage struck a VASI light. The airplane came to a stop on the runway. The local weather observation reported sky partially obscured, 2,000 foot overcast, 2.5 miles visibility in light snow and fog, with winds out of 340 degrees at 7 knots. Postaccident investigation revealed no evidence of preimpact mechanical malfunction.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	03/19/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2500 hours (Total, all aircraft), 700 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DOUGLAS	Registration:	N907Z
Model/Series:	DC3C DC3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12300
Landing Gear Type:	Retractable - Tailwheel	Seats:	3
Date/Type of Last Inspection:	01/26/1994, AAIP	Certified Max Gross Wt.:	26900 lbs
Time Since Last Inspection:	12 Hours	Engines:	2 Reciprocating
Airframe Total Time:	16564 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R1830
Registered Owner:	EAGLE AND THE HAWKS, INC.	Rated Power:	1200 hp
Operator:	MIAMI VALLEY AVIATION	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	VLLA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AID, 919 ft msl	Observation Time:	1037 EST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	120°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Temperature/Dew Point:	-8° C
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility	2.5 Miles
Wind Speed/Gusts, Direction:	7 knots, 340°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	FLINT, MI (FNT)	Type of Clearance:	IFR
Departure Time:	1029 EST	Type of Airspace:	Class E

Airport Information

Airport:	ANDERSON MUNICIPAL (AID)	Runway Surface Type:	Asphalt
Airport Elevation:	919 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Adopted Date:	12/07/1994
Additional Participating Persons:	BRUCE MONTIGNEY; INDIANAPOLIS, IN		
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.ntsbt.gov/pubdms/ .		

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