



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN MANUEL, AZ	Accident Number:	LAX84LA272
Date & Time:	04/28/1984, 1630 MST	Registration:	N92860
Aircraft:	DOUGLAS DC-6A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 2 Minor, 1 None

Flight Conducted Under: Part 91F: Special Flt Ops.

Analysis

THE ACFT SKIDDED OFF THE DEPARTURE END OF THE RWY COLLAPSING THE LANDING GEAR IN A DITCH AS IT CAUGHT ON FIRE. THIS ACFT WAS ON A FERRY FLT AND HAD SEVERAL MECHANICAL PROBLEMS. AMONG THESE WAS THE PROP REVERSERS WHICH FAILED ON LANDING. THE ANTI-ICE/DE-ICE SYSTEMS FAILED TO WORK PROPERLY WHICH CONTRIBUTED TO THE NEED TO LAND SHORT OF DESTINATION. THE CO-PLT REPORTED THAT SHE DID NOT CHECK THE ANTI-ICING EQUIPMENT ON PRE-FLT. SHE WAS ALSO NOT QUALIFIED TO BE A CO-PLT ON THIS FLT. THE AIRSPEED INDICATORS WERE MALFUNCTIONING DURING LANDING. THE CREW MEMBERS ALL SAID THAT THEY KNEW THE AIRSPEED WAS MUCH TOO HIGH. THE CO-PLT SAID SHE COULD NOT UNDERSTAND HOW THE PLT THOUGHT HE COULD LAND AT SUCH A HIGH SPEED. SHE ALSO SAID HE CALLED FOR REVERSE AND APPLIED BRAKES TOO LATE IN THE ROLLOUT.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. (F) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 4. (F) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - FAILURE, PARTIAL
 5. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 6. (F) ANTI-ICE/DEICE SYSTEM, WINDSHIELD - INOPERATIVE
 7. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 8. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 9. (F) PRECAUTIONARY LANDING - PREMATURE - PILOT IN COMMAND
 10. (C) JUDGMENT - POOR - PILOT IN COMMAND
 11. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

12. (F) LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	30, 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:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/22/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6983 hours (Total, all aircraft), 3200 hours (Total, this make and model), 4780 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N92860
Model/Series:	DC-6A DC-6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	44619
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	92200 lbs
Time Since Last Inspection:		Engines:	4 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	P-2800
Registered Owner:	INTERCONTINENTAL ACFT LEASING	Rated Power:	2100 hp
Operator:	INTERCONTINENTAL ACFT LEASING	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 3400 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1630 MST	Direction from Accident Site:	172°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	ST PETERSBURG, FL (PIE)	Type of Flight Plan Filed:	IFR
Destination:	CHANDLER, AZ (P10)	Type of Clearance:	IFR
Departure Time:	1024 EST	Type of Airspace:	Class G

Airport Information

Airport:	SAN MANUEL (E77)	Runway Surface Type:	Asphalt
Airport Elevation:	3275 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	4200 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	
Additional Participating Persons:	RHUNO NELSON; SCOTTSDALE, AZ		
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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