



National Transportation Safety Board Aviation Accident Final Report

Location:	ERIE, PA	Accident Number:	DCA86AA018
Date & Time:	02/21/1986, 0859 EST	Registration:	N961VJ
Aircraft:	McDonnell Douglas DC-9-31	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 22 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

DRG ARRIVAL, THE CREW OF US AIR FLT 499 LNDD ON RWY 24, WHICH WAS CVRD WITH SNW. RPRTDLY, WHILE LNDG, THE ACFT TOUCHED DWN APRX 1800 TO 2000' BYND THE DISPLACED THRESHOLD. ALTHO ARMED, THE SPOILERS DID NOT AUTO-DEPLOY, SO THE CAPT OPERATED THEM MANUALLY. HE LOWERED THE ACFT'S NOSE, ACTUATED REVERSE THRUST & APPLIED BRAKES. THE BRAKES WERE NOT EFFECTIVE. SUBSEQUENTLY, THE ACFT CONTD OFF THE END OF THE RWY, RAN OVR A RWY END ID LGT, STRUCK A FENCE & CAME TO REST STRADDLING A ROAD. THE CREW HAD PLANNED ON MAKING AN ILS APCH TO RWY 6, BUT THE RVR WAS ONLY 2800' & A MIN RVR OF 4000' WAS REQD FOR THAT RWY. THE CREW ELECTED TO LND ON RWY 24, SINCE 1/2 MI VIS WAS SUFFICIENT FOR THAT RWY. HOWEVER, THE APCH WAS MADE WITH A QTRG TAIL WND & APRX 10 KTS ABV VREF. TAIL WND LNDGS WERE NOT AUTHORIZED ON RWY 24 IN WET/SLIPPERY CONDS. THE RWY BRAKING ACTION WAS RPRTD AS FAIR-TO-POOR. THE PLT'S HANDBOOK CAUTIONED THE CREW TO MONITOR THE SPOILERS WHEN LNDG ON SLIPPERY RWYS, SINCE THE SPOILERS AUTO-DEPLOY ONLY WITH WHEEL SPIN-UP OR WHEN THE NOSE WHEEL IS ON THE GROUND.

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 - LOW CEILING
 2. (F) WEATHER CONDITION - SNOW
 3. (F) WEATHER CONDITION - FOG
 4. (F) WEATHER CONDITION - TAILWIND
 5. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. (F) AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND
 7. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
 8. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 9. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 10. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

11. (F) OBJECT - RUNWAY LIGHT
 12. (F) OBJECT - FENCE
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

13. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/24/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8900 hours (Total, all aircraft), 5900 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas	Registration:	N961VJ
Model/Series:	DC-9-31 DC-9-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	47506
Landing Gear Type:	Retractable - Tricycle	Seats:	110
Date/Type of Last Inspection:	01/02/1986, Continuous Airworthiness	Certified Max Gross Wt.:	105000 lbs
Time Since Last Inspection:	326 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	42104 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-7B
Registered Owner:	USAIR	Rated Power:	14000 lbs
Operator:	USAIR	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	USAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 200 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:			
Departure Point:	TORONTO,CANADA, OF (YYZ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	ERIE INTL (KERI)	Runway Surface Type:	Asphalt
Airport Elevation:	732 ft	Runway Surface Condition:	Snow--wet
Runway Used:	24	IFR Approach:	ILS
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 17 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 22 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN YOUNG	Report Date:	
Additional Participating Persons:			
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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