



Brief of Accident (Continued)

DCA09FA048

File No. 0

05/06/2009

Baltimore, MD

Aircraft Reg No. N139WA

Time (Local): 13:02 EDT

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others.

The captain's flight and duty schedule complied with Federal Aviation regulations, but he experienced a demanding 10-day trip schedule prior to the incident involving multiple time zone crossings and several long duty periods, and reported difficulties sleeping prior to the accident leg. The captain was likely further affected by a digestive system upset during the accident flight. It is likely that the captain's performance was degraded by fatigue and some degree of physical discomfort brought on by a short-term illness.

The captain had recently completed upgrade training to DC-10, having previously been flying as an MD-11 first officer. The training program was fragmented over approximately ten months, and while in accordance with FAA regulations, may have adversely affected his consolidation of skills and experience.

Updated at Sep 27 2010 2:18PM

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OCCURRENCES

Landing-flare/touchdown - Abnormal runway contact

FINDINGS

Personnel issues-Action/decision-Action-Incorrect action sequence-Pilot - C

Personnel issues-Physical-Alertness/Fatigue-(general)-Pilot - F

Personnel issues-Physical-Impairment/incapacitation-Illness/injury-Pilot - F

Organizational issues-Support/oversight/monitoring-Training-Upgrade training-Operator - F

Findings Legend: (C) = Cause, (F) = Factor

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

the captain's inappropriate control inputs following a firm landing, resulting in two hard nose-gear impacts before executing a go-around.

Contributing to the inappropriate control inputs was the captain's fatigue and physical discomfort; and a possible lack of practical consolidation of skills and experience due to a protracted and fragmented training period.