



Aviation Investigation Final Report

Location:	NUIQSUT, Alaska	Accident Number:	ANC83LA048
Date & Time:	February 25, 1983, 12:08 Local	Registration:	N6587C
Aircraft:	DOUGLAS DC-6A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE CAPTAIN REPORTED THAT THE ACFT MOVED FASTER AT IDLE PWR BECAUSE THE CARGO HAD BEEN OFFLOADED. WHEN HE CHECKED THE BRAKES HALFWAY DOWN THE TAXIWAY HE FOUND THAT THE BRAKES WOULD NOT SLOW THE ACFT ON GLARE ICE AND SNOW. THE FLT ENGINEER BEGAN REVERSING THE PROPELLERS. APPROACHING THE RUNWAY THE ACFT BEGAN TO TURN UNTIL THE NOSE WHEEL BEGAN SKIDDING. THE ACFT WAS STRAIGHTENED OUT BEFORE IT SLID THRU A SNOWBANK INTO A SNOW FILLED DITCH ON THE OPPOSITE SIDE OF THE RUNWAY.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) AIRPORT FACILITIES, TAXIWAY CONDITION - SNOW COVERED
2. (F) AIRPORT FACILITIES, TAXIWAY CONDITION - ICY
3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) WEATHER CONDITION - HIGH WIND
5. (F) WEATHER CONDITION - GUSTS

6. (C) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
7. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. (F) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

9. (F) TERRAIN CONDITION - SNOWBANK
10. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	33, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 22, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N6587C
Model/Series:	DC-6A DC-6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	43579
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	92600 lbs
Time Since Last Inspection:	31 Hrs	Engines:	4 Reciprocating
Airframe Total Time:	22260 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-2800-52W
Registered Owner:	AEROLASKA, LTD.	Rated Power:	
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	30 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-34°C / -18°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	FAIRBANKS , AK (FAI)	Type of Clearance:	None
Departure Time:	12:08 Local	Type of Airspace:	Class G

Airport Information

Airport:	NUIQSUT 10AK	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Ice
Runway Used:	0	IFR Approach:	
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	71.280273,-156.780303(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4100>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).