



National Transportation Safety Board Aviation Accident Final Report

Location:	BELUGA, AK	Accident Number:	ANC96LA042
Date & Time:	04/01/1996, 1100 AST	Registration:	N861TA
Aircraft:	Douglas DC-6-B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

After landing the Captain was taxiing the airplane to the parking area to off load his cargo of fuel. While the Captain was maneuvering the airplane in the parking area the left wingtip struck a vertical steel building support. The Captain attempted to back up the airplane through the use of reverse thrust. While backing up, the left elevator, stabilizer, and vertical fin struck a steel fuel tank being stored near the parking area. The Captain stated that the parking area is tight for a DC-6 airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The Pilot-in-Command's selection of an unsuitable terrain area for taxi/parking and his misjudgment of the clearance required.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

On April 1, 1996, at 1100 Alaska standard time, a retractable gear, wheel equipped DC-6-B airplane, N861TA, registered to and operated by Woods Air Fuel, Inc., of Palmer, Alaska, collided with ground fuel tanks at Beluga, Alaska, during taxi after landing. The business flight, operating under 14 CFR Part 91, departed Palmer and the destination was Beluga, Alaska. A company flight plan was in effect and visual meteorological conditions prevailed. The certificated airline transport pilot- in-command, the first officer, and the flight engineer were not injured and the airplane received substantial damage.

During a telephone interview with the crew on April 4, 1996, they stated that the Captain was taxiing the airplane because he had control of the nose gear steering wheel. They were making a right turn in the parking area attempting to position the airplane close to the ground fuel tanks in order to off load their fuel cargo. The Captain stated in the NTSB Form 6120.1/2 that the area is very tight for a DC-6 airplane. During the right turn, the left wing tip struck a steel upright support for an open building. The Captain stopped the airplane and called for reverse. As the Captain backed up the airplane, the left elevator, left stabilizer, and vertical fin struck a steel fuel tank being stored near the parking area. The Captain stated that the airplane did not back up along the same ground track made during the forward taxi. He stated that when operating in reverse, the weight on the nose wheel is reduced.

Pilot Information

Certificate:	Airline Transport	Age:	53, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/30/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	26000 hours (Total, all aircraft), 15000 hours (Total, this make and model), 23000 hours (Pilot In Command, all aircraft), 134 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Douglas	Registration:	N861TA
Model/Series:	DC-6-B DC-6-B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	43522
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/01/1996, Continuous Airworthiness	Certified Max Gross Wt.:	103800 lbs
Time Since Last Inspection:	92 Hours	Engines:	4 Reciprocating
Airframe Total Time:	45384 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-2800-CB16
Registered Owner:	WOODS AIR FUEL, INC.	Rated Power:	2400 hp
Operator:	WOODS AIR FUEL, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	W4FB

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Clear / 0 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	PALMER, AK (PAQ)	Type of Flight Plan Filed:	Company VFR
Destination:	, AK (BLG)	Type of Clearance:	None
Departure Time:	1020 AST	Type of Airspace:	Class G

Airport Information

Airport:	BELUGA (BLG)	Runway Surface Type:	Gravel
Airport Elevation:	130 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	07/25/1996
Additional Participating Persons:	ALLEN LEE; ANCHORAGE, AK		
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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