



National Transportation Safety Board Aviation Accident Final Report

Location:	BETTLES, AK	Accident Number:	ANC83FA119
Date & Time:	07/10/1983, 1340 AKD	Registration:	N92853
Aircraft:	CURTISS C-46A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious

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

Analysis

JUST AFTER TOUCHDOWN THE ACFT ROLLED OVER A FROST HEAVE ON THE RWY SURFACE AND BEGAN VEERING TO THE RIGHT. THE PLT APPLIED LEFT BRAKE AND ADDED PWR TO THE RIGHT ENG BUT THE ACFT CONTINUED GOING RIGHT UNTIL THE RIGHT WING STRUCK A HILL ADJACENT TO THE RIGHT SIDE OF THE RWY. THE ACFT CAME TO REST IN A DITCH 110 DEGREES TO THE RIGHT OF THE LNDG RWY HEADING. EXAMINATION OF THE RIGHT MAIN LNDG GEAR TIRE REVEALED A LARGE JAGGED OPENING IN THE SIDEWALL WHICH EXTENDED INTO THE TREAD AREA OF THE TIRE. THIS OPENING MATCHED ONE OF THE SIDES OF A ROCK FOUND IN THE VICINITY OF THE FROST HEAVE. THE ACFT MAINTENANCE LOGBOOKS WERE REVIEWED AND FOUND TO HAVE NO RECORD OF COMPLIANCE WITH AIRWORTHINESS DIRECTIVES.

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: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
4. LANDING GEAR,TIRE - PENETRATED
5. MAINTENANCE,RECORDKEEPING - NOT MAINTAINED
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/25/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	18010 hours (Total, all aircraft), 6000 hours (Total, this make and model), 18010 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CURTISS	Registration:	N92853
Model/Series:	C-46A C-46A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	30565
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	06/22/1983, AAIP	Certified Max Gross Wt.:	48000 lbs
Time Since Last Inspection:	55 Hours	Engines:	2 Reciprocating
Airframe Total Time:	14925 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-28005-E
Registered Owner:	CLIFFORD R. EVERTS	Rated Power:	2700 hp
Operator:	NENANA FUEL CO.	Operating Certificate(s) Held:	
Operator Does Business As:	P.O. BOX 268	Operator Designator Code:	

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:	Scattered / 8000 ft agl	Visibility	50 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	Company VFR
Destination:	TOBIN CREEK, AK	Type of Clearance:	None
Departure Time:	1240 ADT	Type of Airspace:	Class G

Airport Information

Airport:	TOBIN CREEK	Runway Surface Type:	Gravel
Airport Elevation:	3000 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4500 ft / 200 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).