



National Transportation Safety Board Aviation Accident Final Report

Location:	Cold Bay, Alaska	Accident Number:	ANC11CA044
Date & Time:	June 12, 2011, 14:55 Local	Registration:	N600UA
Aircraft:	Douglas DC-6B	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	4 None
Flight Conducted Under:	Part 125: 20+ pax,6000+ lbs		

Analysis

According to the captain, while on approach to land, he distracted the crew by pointing out a boat dock. He said that after touchdown, he realized that the landing gear was not extended, and the airplane slid on its belly, sustaining substantial damage to the underside of the fuselage. He said that the crew did not hear the landing gear retracted warning horn, and the accident could have been prevented if he had not distracted the crew. The captain reported that there were no mechanical malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight crew's failure to extend the landing gear, which resulted in an inadvertent wheels up landing. Contributing to the accident was the flight crew's diverted attention.

Findings

Aircraft	(general) - Not used/operated
Personnel issues	Forgotten action/omission - Flight crew
Personnel issues	Task monitoring/vigilance - Flight crew

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	56
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 19, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 2, 2010
Flight Time:	10000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Douglas	Registration:	N600UA
Model/Series:	DC-6B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	44894
Landing Gear Type:	Retractable - Tricycle	Seats:	96
Date/Type of Last Inspection:	November 3, 2010 AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:	98 Hrs	Engines:	4 Reciprocating
Airframe Total Time:	37334 Hrs at time of accident	Engine Manufacturer:	P & W
ELT:	C126 installed, not activated	Engine Model/Series:	R-2800 SERIES
Registered Owner:		Rated Power:	2400 Horsepower
Operator:		Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PACD, 96 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	6°C / 5°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	Togiak Village, AK (PATG)	Type of Flight Plan Filed:	Company VFR
Destination:	Cold Bay, AK (PACD)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	Cold Bay PACD	Runway Surface Type:	Concrete
Airport Elevation:	96 ft msl	Runway Surface Condition:	Wet
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	6235 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	55.205276, -162.724441 (est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Lisa A Asplin; Federal Aviation Administration (Operations); Anchorage, AK
Original Publish Date:	October 4, 2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=80758

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](#).