
Uncommanded roll, Douglas DC-8-71F, December 14, 2001

Micro-summary: This Douglas DC-8-71F experienced a hard roll to the left after takeoff.


Event Date: 2001-12-14 at 0515 AST


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
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		NTSB ID: ANC02IA007		Aircraft Registration Number: N825BX	
		Occurrence Date: 12/14/2001		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Anchorage		State AK	Zip Code 99502	Local Time 0515	Time Zone AST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Douglas		Model/Series DC-8-71F		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 14, 2001, about 0515 Alaska standard time, the flight crew of N825BX, a Douglas DC-8-71F airplane, reported a partial flight control malfunction during takeoff from the Ted Stevens International Airport, Anchorage, Alaska. The airplane was being operated as an instrument (IFR) cross-country cargo flight under Title 14, CFR Part 121 supplemental, by Air Transport International, Inc., as Flight 8101. There were no injuries to the two pilots, or the one flight engineer aboard. Visual meteorological conditions prevailed, and an instrument flight plan had been filed. The flight originated about 0515, from the Ted Stevens International Airport, and was en route to the Seattle-Tacoma International Airport, Seattle, Washington.</p> <p>The captain reported to his company maintenance personnel that during takeoff on runway 32, just after the airplane became airborne, the airplane rolled hard to the left. He said that he had to apply full right aileron control, in conjunction with right rudder, to keep the airplane from continuing to roll to the left. The crew immediately declared an in-flight emergency, returned to the Ted Stevens International Airport using left turns only, and made an emergency, high speed landing on runway 6L, without the use of any wing flaps. After landing, the flight crew discovered that the left wing outboard spoiler had deployed just after takeoff.</p> <p>A postincident maintenance inspection revealed a broken outboard left wing spoiler retraction cable. The cable was removed from the incident airplane and sent to the National Transportation Safety Boards Materials Laboratory in Washington, D.C. for examination.</p> <p>A Senior Safety Board Metallurgist reported that a magnified optical examination of the fractured cable revealed no indications of external corrosion. He added that the area adjacent to the fracture site on the cable was severely worn and reduced in size. Many of the individual wire strands were worn to a knife-edge. The remaining cross sections appeared typical of overstress separations. The nature of the wear indicated that it was from both internal (wire to wire) contact, and by external contact with another body. He reported that a majority of the damage was internal wear.</p> <p>Currently, the subject cable is considered to be an "on condition" component, and has no required life limit assigned. On July 19, 2002, Boeing Aircraft Company of Long Beach, California, sent a safety notice to all DC-8 operators, and Boeing Field Service bases. In the notice, Boeing recommends that all operators review their maintenance procedures with respect to the scheduled inspection of all aircraft cables. A special emphasis was placed on the proper cable condition and cable routing.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC02IA007			
		Occurrence Date: 12/14/2001			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Anchorage International	ANC	Ft. MSL	32	11584	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: NONE					
VFR Approach/Landing: Full Stop					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Douglas		DC-8-71F		45978	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 3	Certified Max Gross Wt.	328000 LBS	Number of Engines: 4	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	General Electric	CFM 56	22000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	12/2001	47.7 Hours	82406.1 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
Aerousa, Inc.		100 NE 3rd Ave, Suite 800			
		City	State	Zip Code	
		Ft. Lauderdale	FL	33301	
Operator of Aircraft		Street Address			
Air Transport International		2800 Cantrell Road			
		City	State	Zip Code	
		Little Rock	AR	72202	
Operator Does Business As:			Operator Designator Code: RTIA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Cargo					
Operating Certificate: Large Aircraft Operator			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Cargo					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC021A007
	Occurrence Date: 12/14/2001
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 54
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 09/2001
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 06/2001
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	23414	7014								
Pilot In Command(PIC)	15050	6348								
Instructor										
Last 90 Days	133	133								
Last 30 Days	63	63								
Last 24 Hours	4	4								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Anchorage	AK	ANC	0515	AST
Destination	State	Airport Identifier		
Seattle	WA	SEA		


Type of Clearance: IFR

Type of Airspace: Class C

Weather Information

Source of Briefing: Company

Method of Briefing: In Person

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC021A007
	Occurrence Date: 12/14/2001
	Occurrence Type: Incident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Night
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: "Hg
Temperature: -26 °C	Dew Point:	°C	Wind Direction:		Density Altitude: Ft.
Wind Speed: Calm	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility:					
Type of Precipitation:					

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer				1	1
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				3	3
Other Ground					
- GRAND TOTAL -				3	3

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ANC02IA007

Occurrence Date: 12/14/2001

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Clinton O. Johnson

Additional Persons Participating in This Accident/Incident Investigation:

Pat M Crowley
Aviation Inspector
Federal Aviation Administration
4510 West International Airport Road
Anchorage, AK 99513