
Takeoff with parking brakes on, Boeing 747-200F, B-160, March 4, 1994

Micro-summary: This Boeing 747 freighter aborted a takeoff after discovering the parking brake was set.


Event Date: 1994-03-04 at 1650 UTC


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


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

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		NTSB ID: ANC94IA037		Aircraft Registration Number: B-160		
		Occurrence Date: 03/04/1994		Most Critical Injury: None		
		Occurrence Type: Incident		Investigated By: NTSB		
Location/Time						
Nearest City/Place ANCHORAGE		State AK	Zip Code 99510	Local Time 1650	Time Zone AST	
Airport Proximity: On Airport		Distance From Landing Facility: 1		Direction From Airport: 320		
Aircraft Information Summary						
Aircraft Manufacturer BOEING		Model/Series 747-200F		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 March 4, 1994, at 1650 Alaska standard time, a Boeing 747- 200F, Taiwan registry B-160, operated by China Airlines, affected a rejected takeoff at Anchorage International Airport, Alaska, destroying 16 main tires, as it stopped on the runway. The cargo-only aircraft had initiated a takeoff roll on an IFR flight plan to San Francisco, when at approximately 60 knots, the pilot-in-command initiated an abort procedure. The flight was conducted under 14 CFR Part 129, in visual meteorological conditions. The Taiwanese Airline Transport Certificated pilot, First Officer and Flight Engineer were not injured and the airplane sustained minor damage.</p> <p>An FAA Operations Inspector (General Aviation), assigned by FSDO to accident response, arrived on scene of incident within 10 minutes, however, she did not direct the crew to secure either the cockpit voice recorder or the auxiliary power unit. Cockpit voice recorder information was lost by continuous recording for one hour until secured by NTSB. Inspector not familiar with transport accident investigations.</p> <p>In an interview conducted by the NTSB, the captain told investigators that he remained "position and hold for about 30 seconds" and when cleared for takeoff he stabilized the power at about 1.1 exhaust pressure ratios (EPRs) and released the parking brake. He said he selected auto-throttle takeoff and the throttles advanced toward a target EPR of 1.54. Shortly into his takeoff roll, at around 60 knots, he told of being alerted to a cockpit instrument caution message that read "ANTI-SKID HYD", and noticed, in his words, "the parking brake had come back on." The captain stated that he did not use reverse thrust to stop on the runway.</p> <p>At the time of the incident, runway 32 conditions were patchy snow and ice. Tire scuff marks originate from the point at the runway numbers where the takeoff was initiated and continue to about 2000 feet where they turn to wide rubber heat transfer marks. The aircraft came to rest on the runway after approximately 3500 feet of travel.</p>						
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		NTSB ID: ANC94IA037			
		Occurrence Date: 03/04/1994			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name ANCHORAGE INTERNATIONAL	Airport ID: ANC	Airport Elevation 115 Ft. MSL	Runway Used 32	Runway Length 10496	Runway Width 150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry; Ice; Snow--dry					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer BOEING		Model/Series 747-200F		Serial Number	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 6	Certified Max Gross Wt. 820000 LBS	Number of Engines: 4		
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: JT9D	Rated Power: 58000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 03/1994	Time Since Last Inspection 0 Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner CHINA AIRLINES		Street Address TAIPAI INTERNATIONAL AIRPORT			
		City TAIPAI	State CH	Zip Code 00000	
Operator of Aircraft CHINA AIRLINES		Street Address ROOM 206 ANCHORAGE INT'T AP			
		City ANCHORAGE	State AK	Zip Code 99510	
Operator Does Business As: CAL			Operator Designator Code: SAJF		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 129: Foreign					
Type of Flight Operation Conducted: Non-scheduled; International; Cargo					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC94IA037	
	Occurrence Date: 03/04/1994	
	Occurrence Type: Incident	

First Pilot Information

Name On File	City On File	State On File	Date of Birth	Age
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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?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam:
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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										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier	Departure Time 0000	Time Zone
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Destination SAN FRANCISCO	State CA	Airport Identifier KSFO	
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Type of Clearance: IFR

Type of Airspace: Class D

Weather Information

Source of Briefing:

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC94IA037
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ANC	1652	AST	100 Ft. MSL	1 NM	320 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 0 Ft. AGL Condition of Light: Day

Lowest Ceiling: Overcast 4000 Ft. AGL Visibility: 15 SM Altimeter: 29.00 "Hg

Temperature: -13 °C Dew Point: -18 °C Wind Direction: 140 Density Altitude: 0 Ft.

Wind Speed: 7 Gusts: Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown

Restrictions to Visibility: None

Type of Precipitation:

Accident Information

Aircraft Damage: Minor Aircraft Fire: None Aircraft Explosion: None

Classification: Foreign Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot					
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				3	3
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	3	3

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ANC94IA037

Occurrence Date: 03/04/1994

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

DOUGLAS R. HERLIHY

Additional Persons Participating in This Accident/Incident Investigation:

TERRENCE R MUSICK
FSDO-03
ANCHORAGE, AK 99502

RONALD A WOOD
FSDO-03
ANCHORAGE, AK 99502