

Log 1384 AE-4

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: February 18, 1982

Forwarded to:

Honorable J. Lynn Helms  
Administrator  
Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-82-16

On July 1, 1981, a Douglas DC-6B, N8CA, ran off the side of the runway while landing at the Lambert-St. Louis International Airport. The crew of the cargo flight was extending the flaps for landing when the main hydraulic system failed. The pilot requested and received the longest runway for landing, runway 30R. During the landing roll, the pilot had neither nose wheel steering nor hydraulic brakes. The pilot attempted to use propeller reversing and differential power for brakes and directional control, but the aircraft veered to the right and rolled off the side of the runway. The aircraft nose wheel impacted a portion of the midfield arrestment barrier that is in place on runway 30R. None of the three persons aboard was injured. The aircraft damage was limited to the nosewheel.

The midfield arrestment barrier was supplied by the U.S. Air Force and was installed by the McDonnell Douglas Aircraft Corporation for use in its fighter aircraft production program. The portion of the arrestment barrier that was struck by N8CA protrudes above the ground level for at least 12 inches and is erected approximately 20 feet beyond the side of the runway, at the edge of an asphalt apron. A similar unit is located on the opposite side of the runway. For normal departures and arrivals, they pose no threat to safety. However, their presence in certain instances could prove detrimental not only from the standpoint of substantial damage to the aircraft but also, where passenger carrying operations are involved, to the loss of life or serious injuries to such passengers.

The Safety Board believes that the arrestment barrier as it is installed violates the intent of CFR 14, Part 139.45.

Therefore, in the interest of improving the safety of aircraft operating at the Lambert-St. Louis International Airport, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Eliminate the safety hazard created by the aboveground portions of the  
midfield arrestment barrier. (Class II, Priority Action) (A-82-16)

BURNETT, Vice Chairman, and McADAMS, GOLDMAN, and BURSLEY, Members,  
concurred in this recommendation.

A handwritten signature in cursive script that reads "Jim Burnett". The signature is written in black ink and is positioned above the typed name.

By: Jim Burnett  
Acting Chairman