



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ST. PETERSBURG, FL	<b>Accident Number:</b>	MIA82FA128
<b>Date &amp; Time:</b>	06/06/1982, 1654 EDT	<b>Registration:</b>	N95C
<b>Aircraft:</b>	DOUGLAS DC-3C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	5 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

AFTER A LOCAL MAINTENANCE FLIGHT THE CREW RETURNED TO ST. PETERSBURG TO PRACTICE FULL STOP LANDINGS. SHORTLY AFTER BECOMING AIRBORNE DURING THE 2ND TAKEOFF, THE RIGHT ENG EXPERIENCED A POWER LOSS. THE ACFT WAS OBSERVED TO CLIMB TO ABOUT 50 FT AGL, THEN VEER RIGHT & CRASH EAST OF THE RWY. OTHER THAN A MALFUNCTIONING RIGHT FUEL TANK SELECTOR WHICH ALLOWED FUEL TO BYPASS TO OTHER FUEL TANKS, THERE WAS NO PRE-IMPACT FAILURE/MALFUNCTION. BOTH RIGHT TANKS WERE EMPTY & THE LEFT TANKS CONTAINED ABOUT 175 GALS OF FUEL. HOWEVER, SUBSEQUENT TESTS SHOWED THAT FLUID IN THE RIGHT TANK WOULD BYPASS THE RIGHT FUEL SELECTOR & LEAK INTO THE LEFT TANK WHEN THE ACFT SAT LEFT WING LOW FOR ABOUT 12 HRS. THE ACFT WAS NOT AIRWORTHY IN THAT ALL THE REQUIREMENTS OF AN APPROVED 91.217 INSPECTION PROGRAM WERE NOT COMPLIED WITH. THE PIC HAD 5 HRS AS PIC OF DC-3 DURING THE LAST 5 MONTHS WITH 1 HR & 2 TAKEOFF & LANDINGS THE LAST 90 DAYS. THIS WAS THE FIRST FLIGHT IN A DC-3 FOR THE CO-PILOT WITH NO RECORD OF ANY TRAINING IN THE DC-3.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
  2. (F) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL
  3. (F) FUEL SYSTEM,SELECTOR/VALVE - INADEQUATE
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  5. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  6. (C) INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
  7. (C) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/16/1980
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N95C
<b>Model/Series:</b>	DC-3C DC-3C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	20139
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	18
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	26200 lbs
<b>Time Since Last Inspection:</b>	23 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	15033 Hours	<b>Engine Manufacturer:</b>	P & W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	1830
<b>Registered Owner:</b>	FROMHAGEN AVIATION, INC.	<b>Rated Power:</b>	1200 hp
<b>Operator:</b>	FROMHAGEN AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	

## 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 / 2500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	95° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ST. PETERSBURG, FL (PIE)	Type of Flight Plan Filed:	None
Destination:	ST. PETERSBURG, FL (PIE)	Type of Clearance:	
Departure Time:	1654	Type of Airspace:	

## Airport Information

Airport:	CLEARWATER INTL (PIE)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	7988 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	06/06/1983
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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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](#).