



National Transportation Safety Board Aviation Accident Final Report

Location:	LAREDO, TX	Accident Number:	FTW84FA038
Date & Time:	10/31/1983, 2030 CST	Registration:	N44896
Aircraft:	DOUGLAS DC-3-3C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE ORIGINAL FLT WAS ABORTED DUE TO A MAGNETO PROBLEM. THE DEFECT WAS CORRECTED, BUT DUE TO THE DELAYED TAKEOFF, THE PLT ELECTED TO FLY TO MCALLEN, TX, FOR FURTHER REPAIRS. DURING THE TAKEOFF ROLL, THE AIRCREW NOTED SPARKS/FLARES ON THE LEFT SIDE OF THE CARGO/CABIN AREA, BEHIND A BULKHEAD. THE ABORTED THE TAKEOFF & ATTEMPTED TO EXTINGUISH THE FIRE, BUT WERE UNABLE. THE CREW THEN EVACUATED THE ACFT & THE ACFT WAS DESTROYED BY FIRE. AN INVESTIGATION WAS MADE, BUT THE SOURCE OF THE FIRE WAS NOT DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUSELAGE - FIRE
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. FUSELAGE, BULKHEAD - BURNED
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	36, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/09/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6100 hours (Total, all aircraft), 5100 hours (Total, this make and model), 4850 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N44896
Model/Series:	DC-3-3C DC-3-3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	9665
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/25/1983, Unknown	Certified Max Gross Wt.:	26200 lbs
Time Since Last Inspection:	45 Hours	Engines:	2 Reciprocating
Airframe Total Time:	40694 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-1830-92
Registered Owner:	FRANK HINES	Rated Power:	1830 hp
Operator:	FRANK HINES	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LRD, 508 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2050 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	MCALLEN, TX (MFE)	Type of Clearance:	None
Departure Time:	2030 CST	Type of Airspace:	Class D

Airport Information

Airport:	LAREDO INTERNATIONL (LRD)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	508 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	7809 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	F. ROTH	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).