



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ISLA VERDE, PR	<b>Accident Number:</b>	MIA89FA096
<b>Date &amp; Time:</b>	03/01/1989, 1614 AST	<b>Registration:</b>	N28PR
<b>Aircraft:</b>	DOUGLAS DC-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE CREW OF AN ALL CARGO FLIGHT EXPERIENCED A FAILURE OF THE LEFT ENGINE WHILE IN THE TRAFFIC PATTERN AT THEIR DESTINATION. THEY RAISED THE LANDING GEAR BUT FAILED TO FEATHER THE LEFT PROPELLER AND FAILED TO TRIM THE AIRCRAFT. THE RESULTING SKID AND INCREASED DRAG MADE FURTHER FLIGHT IMPOSSIBLE. THE CREW ELECTED TO DITCH THE AIRCRAFT IN A LAGOON ABOUT 2 MILES SOUTHWEST OF THE AIRPORT. THE AIRCRAFT WAS NOT RECOVERED FROM THE LAGOON AND THEREFORE IT WAS NOT DETERMINED WHY THE LEFT ENGINE LOST POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHT CREW TO FEATHER THE LEFT PROPELLER AND TRIM THE AIRCRAFT AFTER THE LEFT ENGINE STOPPED PRODUCING POWER FOR UNDETERMINED REASONS.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. 1 ENGINE
2. (C) POWERPLANT - UNDETERMINED

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE - DETERIORATED
6. (C) TRIM SETTING - NOT USED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

7. (F) TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/24/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24067 hours (Total, all aircraft), 6467 hours (Total, this make and model), 87 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N28PR
<b>Model/Series:</b>	DC-3 DC-3	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6323
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/14/1989, AAIP	<b>Certified Max Gross Wt.:</b>	26200 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	36115 Hours	<b>Engine Manufacturer:</b>	WRIGHT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-1820-G202
<b>Registered Owner:</b>	DEL CARIBBEAN CORP	<b>Rated Power:</b>	1200 hp
<b>Operator:</b>	BORINQUEN AIR	<b>Operating Certificate(s) Held:</b>	Air Cargo
<b>Operator Does Business As:</b>	DIAZ AVIATION CORP	<b>Operator Designator Code:</b>	FITA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 13 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1620 AST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 18° C
Precipitation and Obscuration:			
Departure Point:	ST. KITTS, CB (SKPK)	Type of Flight Plan Filed:	VFR
Destination:	SAN JUAN, PR (SJU)	Type of Clearance:	VFR
Departure Time:	1450 AST	Type of Airspace:	Class G

## Airport Information

Airport:	LUIS MUNOZMARIN (SJU)	Runway Surface Type:	Water
Airport Elevation:	0 ft	Runway Surface Condition:	Water--choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	05/22/1990
Additional Participating Persons:	TOM SCHULTZ; SAN JUAN, PR		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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](#).