



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GOLDEN MEADOW, LA	<b>Accident Number:</b>	FTW88FA136
<b>Date &amp; Time:</b>	07/20/1988, 1924 CDT	<b>Registration:</b>	N33VX
<b>Aircraft:</b>	DOUGLAS DC-6A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 129: Foreign		

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## Analysis

AFTER ABT 4.3 HRS ON AN OVERWATER FLT, THE CREW RPRTD THEY HAD 15 MIN OF FUEL REMAINING. SUBSEQUENTLY, 3 OF 4 ENGS LOST PWR FM FUEL EXHAUSTION. DRG AN EMERG LNDG, THE ACFT HIT A LEVEE & WAS EXTENSIVELY DMGD. MOST OF THE WRECKAGE CAME TO REST IN A DAINAGE CANAL. BODIES OF THE CREW WERE RCVRD FM THE WATER ON 7/22/88. DRG AN INV, NO FUEL WAS FND IN THE FUEL TANKS & NO FUEL SPILL WAS EVIDENT. RECORDS SHOWED THE ACFT HAD DEPD EL SALVADOR WITH 7 HRS OF FUEL. NO REASON FOR THE LOSS OF 2.7 HRS OF FUEL WAS VERIFIED; BUT ABT 1 MONTH AFTER THE ACDNT, AN EMPLOYEE OF THE OPERATOR RPRTD FINDING AN OPENDRAIN VLV IN THE WRECKAGE, INSIDE THE #4 ENG NACELLE. A METALLURGICAL EXAM INDCD THE VLV HAD BEEN IN AN OPEN PSN FOR AN EXTDD TIME. NO GND PSNL SAW FUEL DRAINING FM THE ACFT DRG START, TAXI OR TKOF. THE CREW HAD NO CTL OF THE VLV IN FLT. THERE WAS EVIDENCE THE #1, #2 & #3 ENGS WERE NOT PROVIDING PWR DRG IMPACT. ALL X-FEED VLV CTLS WERE FND IN X-FEED PSNS. ETHANOL WAS FND IN THE PLT'S & COPLT'S BLOOD, BUT THERE WAS EVIDENCE THAT IT WAS THE RESULTED OF POSTMORTEM CHANGES.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT

### Findings

1. 3 ENGINES
2. (C) FLUID,FUEL - EXHAUSTION

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

3. (F) LIGHT CONDITION - DUSK
4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
5. (F) TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	36, 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>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/15/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 3500 hours (Total, this make and model), 110 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N33VX
<b>Model/Series:</b>	DC-6A DC-6A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	44615
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	07/13/1988, AAIP	<b>Certified Max Gross Wt.:</b>	100000 lbs
<b>Time Since Last Inspection:</b>	19 Hours	<b>Engines:</b>	4 Reciprocating
<b>Airframe Total Time:</b>	27978 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-2800-CB/3
<b>Registered Owner:</b>	UNIV. AIR EQUIPMENT LEASING	<b>Rated Power:</b>	2200 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Air Cargo
<b>Operator Does Business As:</b>	HISPANOLA AIRWAYS	<b>Operator Designator Code:</b>	HPAF

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	HUM, 10 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1851 CDT	Direction from Accident Site:	285°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 24° C
Precipitation and Obscuration:			
Departure Point:	EL SALVADOR, OF	Type of Flight Plan Filed:	IFR
Destination:	NEW ORLEANS, LA (NEO)	Type of Clearance:	IFR
Departure Time:	1445 CDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	06/18/1990
Additional Participating Persons:	JEAN PYATT; WASHINGTON, DC DICK TEMPLE; BATON ROUGE, LA JOHN S ABLE; BATON ROUGE, LA J. & H LORTZ & JOHNSON; DALLAS, TX		
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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