



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ZEPHYRHILLS, FL	<b>Accident Number:</b>	MIA93LA106
<b>Date &amp; Time:</b>	04/20/1993, 1624 EDT	<b>Registration:</b>	N8056
<b>Aircraft:</b>	DOUGLAS DC-3C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	42 None

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

THE PILOT STATED THAT ON INITIAL CLIMB, AT ABOUT 400 FT AGL, THE CREW SMELLED SOMETHING BURNING, FOLLOWED BY LIGHT SMOKE IN THE CABIN. BOTH ENGINES APPEARED NORMAL VISUALLY. THE ODOR AND SMOKE INCREASED, AND THE LEFT FIRE WARNING LIGHT ILLUMINATED. THE LEFT ENGINE WAS SHUT DOWN & THE PROP FEATHERED. THE PILOT INCREASED POWER ON THE RIGHT ENGINE; HOWEVER, THE AIRPLANE WOULD NOT CLIMB OR MAINTAIN AIRSPEED. A GEAR AND FLAPS UP FORCED LANDING WAS MADE INTO A FIELD. THE PILOT STATED THAT HE BELIEVED AN EXHAUST CLAMP BROKE ALLOWING A SEGMENT OF EXHAUST TO SCORCH COWLING AND ACTIVATE THE FIRE WARNING SYSTEM. EXAMINATION OF THE LEFT ENGINE REVEALED THAT THE LOWER FIRE DETECTION ELEMENTS WERE FUSED AND BROKEN FREE, AND THAT THE HYDRAULIC LINES WERE BURNED THROUGH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN BEST SINGLE-ENGINE RATE-OF-CLIMB SPEED WHICH RESULTED IN A FORCED LANDING. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS A POSSIBLE EXHAUST SYSTEM CLAMP FAILURE.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) EXHAUST SYSTEM,CLAMP - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

2. (C) AIRSPEED(VYSE) - NOT MAINTAINED - 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>	38, 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>	None	<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 Medical Exam:</b>	07/01/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8500 hours (Total, all aircraft), 4150 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	DOUGLAS	<b>Registration:</b>	N8056
<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>	Normal	<b>Serial Number:</b>	25735
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	42
<b>Date/Type of Last Inspection:</b>	04/16/1993, Annual	<b>Certified Max Gross Wt.:</b>	26900 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	16891 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	1830-75
<b>Registered Owner:</b>	PHOENIX AIR INC.	<b>Rated Power:</b>	1350 hp
<b>Operator:</b>	PHOENIX AIR INC.	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Observation Time:	1651 EDT
Distance from Accident Site:	11 Nautical Miles	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Temperature/Dew Point:	26° C / 12° C
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	7 knots, 240°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(ZPH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1622 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	40 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	42 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Adopted Date:	02/28/1994
Additional Participating Persons:	MICHAEL CICHANOWSKI; ORLANDO, FL BENJAMIN H HARRIS; ORLANDO, FL		
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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