



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LANTANA, FL	<b>Accident Number:</b>	ATL99LA067
<b>Date &amp; Time:</b>	04/05/1999, 0945 EDT	<b>Registration:</b>	N838MA
<b>Aircraft:</b>	de Havilland DHC-6-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 Minor, 4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot reported that prior to takeoff, he completed a preflight inspection of the airplane that included checking the engine oil quantity. The line personnel topped off the oil reservoirs, and reportedly secured the engine oil reservoir filler caps. Approximately two minutes into the flight, the right engine oil pressure warning light illuminated. The pilot informed Palm Beach Approach Control of the engine oil pressure problem, shut down the right engine, and returned to Lantana. As the flight approached runway 03, the pilot heard a radio transmission from another airplane taxiing for takeoff. As the pilot continued the approach, with full flaps extended, he elected to go-around 1500 feet from the approach end of the 3000-foot runway. The airplane collided with the ground during the go-around maneuver to runway 15. The wreckage examination also disclosed that the right cowling showed oil streaming back from behind the engine and onto the wing strut. Inspection of the oil filler cap revealed that it had not been properly installed.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to secure the engine oil filler cap during the preflight inspection that resulted the subsequent loss of engine power, and his in-flight decision to attempt a single engine go-around with full wing flaps extended.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF

### Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) LUBRICATING SYSTEM - STARVATION
4. 1 ENGINE

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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: GO-AROUND (VFR)

### Findings

5. OBJECT - OTHER
6. (C) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
7. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

## Factual Information

On April 5, 1999, at 0945 eastern daylight time, a DeHavilland DHC-6-200, N838MA, collided with the ground during a single-engine go-around to runway 15 at the Palm Beach County Airport in Lantana, Florida. The non-scheduled air taxi flight was operated by Carib-Air Cargo Inc., under the provisions of Title 14 CFR Part 135 with a visual flight rules flight plan filed. Visual weather conditions prevailed at the time of the accident. The commercial pilot and four passengers were not injured, and five passengers received minor injuries. The airplane sustained substantial damage. The flight departed Lantana, Florida, at 0942.

The pilot reported that prior to takeoff, he completed a preflight inspection of the airplane that included checking the engine oil quantity. After the oil levels were checked it was determined that additional engine oil was needed. The line personnel topped off the oil reservoirs, and reportedly secured the engine oil reservoir filler caps. The pilot also stated that he rechecked the oil cap after the oil was added and no one else touched the oil caps before the flight departed. According to the pilot, approximately two minutes into the flight, the right engine oil pressure warning light illuminated. The pilot informed Palm Beach Approach Control of the engine oil pressure problem. The pilot shut down the right engine, feathered the right propeller and returned to Lantana. As the flight approached runway 03, the pilot heard a radio transmission from another airplane taxiing for takeoff. As the pilot continued the approach, with full flaps extended, he elected to go-around 1500 feet from the approach end of the 3000-foot runway. The airplane collided with the ground during the go-around maneuver to runway 15. The pilot said he never saw the other airplane on runway 03 during his initial approach.

An examination of the crash site revealed that the airplane was in a nose low attitude. The airplane was orientated 180 degrees from the departure heading. The examination of the airplane also disclosed that the left wing assembly separated from the rear attach point. The airplane examination revealed that the right propeller was in the feather position. Also the nose was destroyed, the nose wheel separated from the airplane. The wreckage examination also disclosed that the right cowling showed oil streaming back from behind the engine and onto the wing strut. Inspection of the oil filler cap revealed that it had not been properly installed.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, 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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	08/26/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 200 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	de Havilland	<b>Registration:</b>	N838MA
<b>Model/Series:</b>	DHC-6-200 DHC-6-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	188
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	04/02/1999, AAIP	<b>Certified Max Gross Wt.:</b>	11579 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	16659 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT-6-20
<b>Registered Owner:</b>	CCA FINANCIAL SERVICES	<b>Rated Power:</b>	550 hp
<b>Operator:</b>	CARIB-AIR CARGO INC.,	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PBI, 19 ft msl	Observation Time:	1053 EDT
Distance from Accident Site:	13 Nautical Miles	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 1100 ft agl	Temperature/Dew Point:	24° C / 18° C
Lowest Ceiling:	Broken / 2000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:		Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(LNA)	Type of Flight Plan Filed:	None
Destination:	KISSIMMEE, FL (ISM)	Type of Clearance:	None
Departure Time:	0945 EDT	Type of Airspace:	Class C

## Airport Information

Airport:	PALM BEACH AIRPARK (LNA)	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3010 ft / 75 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	5 Minor, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Minor, 4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Adopted Date:	04/25/2001
Additional Participating Persons:	FRANK DUNAVAN; FT LAUDERDALE, 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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