



National Transportation Safety Board Aviation Incident Final Report

Location:	San Juan, PR	Incident Number:	MIA011A110
Date & Time:	04/04/2001, 1220 AST	Registration:	N19BA
Aircraft:	Douglas DC3A	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The flight crew stated that while making a missed approach after a practice instrument landing system approach, the right engine failed. The captain took control of the airplane from the copilot. The captain stated that while he performed the emergency procedures for engine failure, he noticed the left engine was not producing power. He then made a forced landing in water east of the airport. He stated that just before impact, he feathered the left propeller. The copilot stated he observed the captain activate the propeller feathering button for the left engine as he performed the emergency procedures for the right engine failure. The reason for failure of the right engine was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The captain's activation of the left propeller feathering button after failure of the right engine for undetermined reasons resulting in loss of all engine power and the airplane making a forced landing in water.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. REASON FOR OCCURRENCE UNDETERMINED
2. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND

Occurrence #2: DITCHING
Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On April 4, 2001, about 1220 Atlantic standard time, a Douglas DC-3A, N19BA, registered to and operated by Roblex Aviation Company, as a Title 14 CFR Part 91 instructional flight, ditched in a shallow lagoon, near Luis Munoz Marin International Airport, San Juan, Puerto Rico, following loss of power in the right engine during a missed approach. Visual meteorological conditions prevailed at the time, and no flight plan was filed. The airplane received minor damage, and the airline transport-rated pilot and commercial-rated copilot were not injured. The flight originated from San Juan, Puerto Rico, the same day, about 1200.

The captain stated to FAA inspectors that he was giving flight training to the copilot. As engine power was applied to perform a go-around from an approach to runway 10, the right engine failed. The captain took control of the airplane and performed the emergency procedures for engine failure. While performing the procedures, he noticed the left engine was not producing power. He elected to make a forced landing in the water, 1 mile east of the airport. Just before impact with the water, he feathered the left propeller to avoid a sudden turn during impact.

The copilot stated to FAA inspectors that they performed a practice ILS approach to runway 10. The right engine failed and the captain took control of the airplane. While the captain was performing the emergency procedures for the right engine failure, he observed the captain push the left propeller feather button. He had not noticed any malfunction of the left engine prior to this.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last Medical Exam:	01/31/2000
Occupational Pilot:		Last Flight Review or Equivalent:	01/11/2001
Flight Time:	8795 hours (Total, all aircraft), 1200 hours (Total, this make and model), 8178 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last Medical Exam:	03/05/2001
Occupational Pilot:		Last Flight Review or Equivalent:	07/07/1998
Flight Time:	1300 hours (Total, all aircraft), 1247 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Douglas	Registration:	N19BA
Model/Series:	DC3A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	4986
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/26/2001, AAIP	Certified Max Gross Wt.:	26900 lbs
Time Since Last Inspection:	8 Hours	Engines:	2 Reciprocating
Airframe Total Time:	39832 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R1820-92
Registered Owner:	Roblex Aviation Company	Rated Power:	1200 hp
Operator:	Roblex Aviation Company	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	R8XA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 10 ft msl	Observation Time:	1154 AST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	29° C / 22° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots, 30°	Visibility (RVR):	
Altimeter Setting:	30.03 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	San Juan, PR (SJU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1200 AST	Type of Airspace:	Class D

Airport Information

Airport:	Luis Munoz Marin International (SJU)	Runway Surface Type:	Concrete
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	ILS; Practice
Runway Length/Width:	8016 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	18.439444, -66.001944

Administrative Information

Investigator In Charge (IIC):	Jeffrey L Kennedy	Adopted Date:	07/30/2001
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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