



National Transportation Safety Board Aviation Accident Final Report

Location:	KAHULUI, HI	Accident Number:	LAX83FA310
Date & Time:	06/29/1983, 0210 HST	Registration:	N300JT
Aircraft:	DOUGLAS DC-4-C55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

DURING ARRIVAL, A DESCENT WAS BEGUN FROM 8000 TO 7000 FT MSL AT 0151 HST. AT 0155 HST, THE AIRCREW WAS CLEARED FOR A VISUAL APCH FROM 7000 FT MSL & A RAPID DESCENT WAS STARTED WITH 20 DEG OF FLAPS & APRX 25 INCHES MAP (MANIFOLD PRESSURE). THE ACFT WAS MANEUVERED TO INTERCEPT THE ILS LOCALIZER & GLIDE SLOPE AS A REFERENCE. AFTER INTERCEPTING THE GLIDE SLOPE AT ABOUT 3000 FT, THE PILOT-IN-COMMAND (PIC) CALLED FOR 2250 RPM & GEAR EXTENSION. WHILE DESCENDING THRU APRX 2000 FT, HE NOTICED THE ACFT SLOWING DOWN & DESCENDING BELOW THE GLIDE SLOPE, SO HE CALLED FOR A POWER INCREASE TO 27 INCHES MAP. AT ABOUT THAT TIME, THE AIRCREW NOTED THAT THE ENGS WERE NOT RESPONDING & HAD LOST POWER. SUBSEQUENTLY, A FORCED LANDING WAS MADE IN A SUGAR CANE FIELD WITH THE GEAR IN A TRANSIENT POSITION. THE FUEL SELECTORS WERE FOUND POSITIONED TO FUEL TANKS CONTAINING FUEL, BUT THE POSITIONING DURING THE DESCENT WAS NOT VERIFIED. THE TEMP & DEW POINT WERE 72 & 65 DEG. THIS WOULD HAVE BEEN BARELY WITHIN THE ENVELOPE FOR CARB ICE ON ICING PROBABILITY CHARTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. (C) FUEL SYSTEM,CARBURETOR - ICE
 4. (F) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

5. (F) LIGHT CONDITION - NIGHT
6. (F) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/28/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7200 hours (Total, all aircraft), 375 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N300JT
Model/Series:	DC-4-C55B DC-4-C55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	36072
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	06/03/1983, Continuous Airworthiness	Certified Max Gross Wt.:	73800 lbs
Time Since Last Inspection:	63 Hours	Engines:	4 Reciprocating
Airframe Total Time:	55517 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R2000
Registered Owner:	PACIFIC AIR EXPRESS	Rated Power:	1450 hp
Operator:	PACIFIC AIR EXPRESS	Operating Certificate(s) Held:	Air Cargo

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	OGG, 53 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	0155 HST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 18° C
Precipitation and Obscuration:			
Departure Point:	HILO, HI (ITO)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	KAHULUI (OGG)	Runway Surface Type:	
Airport Elevation:	53 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M	J PYATT	Report Date:
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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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](#).