



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN JUAN, PR	Accident Number:	MIA87FA015
Date & Time:	10/29/1986, 1310 AST	Registration:	N778L
Aircraft:	de Havilland DHC-3	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WITNESSES STATED THAT THE ACFT USED MOST OF THE RWY TO TAKEOFF, REACHED AN APRX ALTITUDE OF 60 FEET, THEN PULLED UP TO CLEAR AN EMBANKMENT. HOWEVER, THE ACFT STRUCK A TALL PALM TREE & CRASHED BETWEEN 2 ROADS, NEAR AN INTERSECTION, WHERE THE ROADS MERGED. THE CARGO WAS REMOVED FROM THE ACFT & WEIGHED. COMPUTATIONS SHOWED THAT THE MAXIMUM ALLOWABLE GROSS WEIGHT OF THE ACFT WAS EXCEEDED BY APPROXIMATELY 1928 LBS. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)
4. CLEARANCE - NOT ATTAINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/16/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 100 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N778L
Model/Series:	DHC-3 DHC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	S5-3245
Landing Gear Type:	Tailwheel	Seats:	16
Date/Type of Last Inspection:	09/22/1986, Annual	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6290 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-1340
Registered Owner:	INDEP-LINE INC.	Rated Power:	600 hp
Operator:	INDEP-LINE INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 11 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1254 AST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 25° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1310 AST	Type of Airspace:	Class E

Airport Information

Airport:	ISLA GRANDE (SIG)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	5317 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).