



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT LAUDERDALE, FL	Accident Number:	MIA93FA015
Date & Time:	11/06/1992, 0225 EST	Registration:	HI619
Aircraft:	DOUGLAS DC-7CF	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE CREW REPORTED OVER RADIO THAT THE #4 ENGINE FAILED SHORTLY AFTER TAKEOFF, AND THEY WERE ATTEMPTING TO DUMP FUEL WHEN THE #2 ENGINE OVERHEATED. THEY THEN INTENTIONALLY DITCHED THE AIRPLANE. THE WRECKAGE WAS RECOVERED ABOUT 2 WEEKS AFTERWARD, AND THE AIRPLANE WAS ABOUT 50% CORRODED AWAY. DUE TO MASSIVE SALT WATER CORROSION, NO PREIMPACT FAILURE/MALFUNCTION OF THE #4 ENGINE COULD BE IDENTIFIED. NO RECORD OF AIRPLANE/OPERATOR BEING GRANTED CFR PART 129 CERTIFICATE AUTHORITY. NO SUBSTANTIATION OF THE TIMES IN SERVICE FOR THE AIRPLANE, ENGINES, PROPELLERS, AND TIME CHANGE COMPONENTS OR AIRWORTHINESS DIRECTIVES COULD BE DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE #4 ENGINE FOR AN UNDETERMINED REASONS(S), AND THE INABILITY OF THE AIRPLANE TO REMAIN AIRBORNE DUE TO THE OVERGROSS WEIGHT TAKEOFF PERFORMED BY THE PILOT. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE QUESTIONABLE AIRWORTHINESS OF THE AIRPLANE AND ENGINES DUE TO THE LACK OF RECORDS, AND THE FAILURE OF THE FEDERAL AVIATION ADMINISTRATION TO ADEQUATELY SURVEIL THE OPERATOR.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. 1 ENGINE
4. (C) ENGINE ASSEMBLY - OVERTEMPERATURE
5. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. (F) MAINTENANCE, RECORDKEEPING - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
7. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Foreign	Age:	, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	HI619
Model/Series:	DC-7CF DC-7CF	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	45158
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	129000 lbs
Time Since Last Inspection:		Engines:	4 Reciprocating
Airframe Total Time:		Engine Manufacturer:	WRIGHT
ELT:		Engine Model/Series:	3350 93
Registered Owner:	CASTILLO, CLAUDIO	Rated Power:	2880 hp
Operator:	CASTILLO, CLAUDIO	Operating Certificate(s) Held:	
Operator Does Business As:	AEROTIN	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MIA, 16 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0236 EST	Direction from Accident Site:	195°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 24° C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (MIA)	Type of Flight Plan Filed:	IFR
Destination:	SANTO DOMINGO, OF (MDSO)	Type of Clearance:	IFR
Departure Time:	0210 EST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	10/15/1993
Additional Participating Persons:	MARTY SPEIZER; WASHINGTON, DC TOM LAIRD; FT. LAUDERDALE, FL LARRY CAMPBELL; MIAMI, FL AUGUSTIN ESKER; SANTO DOMINGO, OF		
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/ .		

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](#).