



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ZEPHYRHILLS, FL	<b>Accident Number:</b>	MIA93LA106
<b>Date &amp; Time:</b>	04/20/1993, 1624 EDT	<b>Registration:</b>	N8056
<b>Aircraft:</b>	DOUGLAS DC-3C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	42 None

**Flight Conducted Under:** Part 91: General Aviation -

---

## Analysis

THE PILOT STATED THAT ON INITIAL CLIMB, AT ABOUT 400 FT AGL, THE CREW SMELLED SOMETHING BURNING, FOLLOWED BY LIGHT SMOKE IN THE CABIN. BOTH ENGINES APPEARED NORMAL VISUALLY. THE ODOR AND SMOKE INCREASED, AND THE LEFT FIRE WARNING LIGHT ILLUMINATED. THE LEFT ENGINE WAS SHUT DOWN & THE PROP FEATHERED. THE PILOT INCREASED POWER ON THE RIGHT ENGINE; HOWEVER, THE AIRPLANE WOULD NOT CLIMB OR MAINTAIN AIRSPEED. A GEAR AND FLAPS UP FORCED LANDING WAS MADE INTO A FIELD. THE PILOT STATED THAT HE BELIEVED AN EXHAUST CLAMP BROKE ALLOWING A SEGMENT OF EXHAUST TO SCORCH COWLING AND ACTIVATE THE FIRE WARNING SYSTEM. EXAMINATION OF THE LEFT ENGINE REVEALED THAT THE LOWER FIRE DETECTION ELEMENTS WERE FUSED AND BROKEN FREE, AND THAT THE HYDRAULIC LINES WERE BURNED THROUGH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN BEST SINGLE-ENGINE RATE-OF-CLIMB SPEED WHICH RESULTED IN A FORCED LANDING. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS A POSSIBLE EXHAUST SYSTEM CLAMP FAILURE.

## Findings

---

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) EXHAUST SYSTEM,CLAMP - FAILURE,TOTAL  
-----

Occurrence #2: FORCED LANDING  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

2. (C) AIRSPEED(VYSE) - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	38, 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>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/01/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8500 hours (Total, all aircraft), 4150 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N8056
<b>Model/Series:</b>	DC-3C DC-3C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25735
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	42
<b>Date/Type of Last Inspection:</b>	04/16/1993, Annual	<b>Certified Max Gross Wt.:</b>	26900 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	16891 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	1830-75
<b>Registered Owner:</b>	PHOENIX AIR INC.	<b>Rated Power:</b>	1350 hp
<b>Operator:</b>	PHOENIX AIR INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1651 EDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 12° C
Precipitation and Obscuration:			
Departure Point:	(ZPH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1622 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	40 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	42 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Report Date:	02/28/1994
Additional Participating Persons:	MICHAEL CICHANOWSKI; ORLANDO, FL BENJAMIN H HARRIS; ORLANDO, 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> .		

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](#).