



National Transportation Safety Board Aviation Accident Final Report

Location:	LANTANA, FL	Accident Number:	ATL99LA067
Date & Time:	04/05/1999, 0945 EDT	Registration:	N838MA
Aircraft:	de Havilland DHC-6-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 Minor, 4 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot reported that prior to takeoff, he completed a preflight inspection of the airplane that included checking the engine oil quantity. The line personnel topped off the oil reservoirs, and reportedly secured the engine oil reservoir filler caps. Approximately two minutes into the flight, the right engine oil pressure warning light illuminated. The pilot informed Palm Beach Approach Control of the engine oil pressure problem, shut down the right engine, and returned to Lantana. As the flight approached runway 03, the pilot heard a radio transmission from another airplane taxiing for takeoff. As the pilot continued the approach, with full flaps extended, he elected to go-around 1500 feet from the approach end of the 3000-foot runway. The airplane collided with the ground during the go-around maneuver to runway 15. The wreckage examination also disclosed that the right cowling showed oil streaming back from behind the engine and onto the wing strut. Inspection of the oil filler cap revealed that it had not been properly installed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to secure the engine oil filler cap during the preflight inspection that resulted the subsequent loss of engine power, and his in-flight decision to attempt a single engine go-around with full wing flaps extended.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF

Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) LUBRICATING SYSTEM - STARVATION
4. 1 ENGINE

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

5. OBJECT - OTHER
6. (C) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
7. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

On April 5, 1999, at 0945 eastern daylight time, a DeHavilland DHC-6-200, N838MA, collided with the ground during a single-engine go-around to runway 15 at the Palm Beach County Airport in Lantana, Florida. The non-scheduled air taxi flight was operated by Carib-Air Cargo Inc., under the provisions of Title 14 CFR Part 135 with a visual flight rules flight plan filed. Visual weather conditions prevailed at the time of the accident. The commercial pilot and four passengers were not injured, and five passengers received minor injuries. The airplane sustained substantial damage. The flight departed Lantana, Florida, at 0942.

The pilot reported that prior to takeoff, he completed a preflight inspection of the airplane that included checking the engine oil quantity. After the oil levels were checked it was determined that additional engine oil was needed. The line personnel topped off the oil reservoirs, and reportedly secured the engine oil reservoir filler caps. The pilot also stated that he rechecked the oil cap after the oil was added and no one else touched the oil caps before the flight departed. According to the pilot, approximately two minutes into the flight, the right engine oil pressure warning light illuminated. The pilot informed Palm Beach Approach Control of the engine oil pressure problem. The pilot shut down the right engine, feathered the right propeller and returned to Lantana. As the flight approached runway 03, the pilot heard a radio transmission from another airplane taxiing for takeoff. As the pilot continued the approach, with full flaps extended, he elected to go-around 1500 feet from the approach end of the 3000-foot runway. The airplane collided with the ground during the go-around maneuver to runway 15. The pilot said he never saw the other airplane on runway 03 during his initial approach.

An examination of the crash site revealed that the airplane was in a nose low attitude. The airplane was orientated 180 degrees from the departure heading. The examination of the airplane also disclosed that the left wing assembly separated from the rear attach point. The airplane examination revealed that the right propeller was in the feather position. Also the nose was destroyed, the nose wheel separated from the airplane. The wreckage examination also disclosed that the right cowling showed oil streaming back from behind the engine and onto the wing strut. Inspection of the oil filler cap revealed that it had not been properly installed.

Pilot Information

Certificate:	Commercial	Age:	51, 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:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/26/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 200 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N838MA
Model/Series:	DHC-6-200 DHC-6-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	188
Landing Gear Type:	Tricycle	Seats:	11
Date/Type of Last Inspection:	04/02/1999, AAIP	Certified Max Gross Wt.:	11579 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	16659 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	PT-6-20
Registered Owner:	CCA FINANCIAL SERVICES	Rated Power:	550 hp
Operator:	CARIB-AIR CARGO INC.,	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PBI, 19 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1053 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 1100 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 18° C
Precipitation and Obscuration:			
Departure Point:	(LNA)	Type of Flight Plan Filed:	None
Destination:	KISSIMMEE, FL (ISM)	Type of Clearance:	None
Departure Time:	0945 EDT	Type of Airspace:	Class C

Airport Information

Airport:	PALM BEACH AIRPARK (LNA)	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3010 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	5 Minor, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Minor, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	04/25/2001
Additional Participating Persons:	FRANK DUNAVAN; FT LAUDERDALE, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).