



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ISLA VERDE, PR	<b>Accident Number:</b>	MIA89FA096
<b>Date &amp; Time:</b>	03/01/1989, 1614 AST	<b>Registration:</b>	N28PR
<b>Aircraft:</b>	DOUGLAS DC-3	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE CREW OF AN ALL CARGO FLIGHT EXPERIENCED A FAILURE OF THE LEFT ENGINE WHILE IN THE TRAFFIC PATTERN AT THEIR DESTINATION. THEY RAISED THE LANDING GEAR BUT FAILED TO FEATHER THE LEFT PROPELLER AND FAILED TO TRIM THE AIRCRAFT. THE RESULTING SKID AND INCREASED DRAG MADE FURTHER FLIGHT IMPOSSIBLE. THE CREW ELECTED TO DITCH THE AIRCRAFT IN A LAGOON ABOUT 2 MILES SOUTHWEST OF THE AIRPORT. THE AIRCRAFT WAS NOT RECOVERED FROM THE LAGOON AND THEREFORE IT WAS NOT DETERMINED WHY THE LEFT ENGINE LOST POWER.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHT CREW TO FEATHER THE LEFT PROPELLER AND TRIM THE AIRCRAFT AFTER THE LEFT ENGINE STOPPED PRODUCING POWER FOR UNDETERMINED REASONS.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. 1 ENGINE
2. (C) POWERPLANT - UNDETERMINED

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE - DETERIORATED
6. (C) TRIM SETTING - NOT USED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

### Findings

7. (F) TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	24067 hours (Total, all aircraft), 6467 hours (Total, this make and model), 87 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N28PR
<b>Model/Series:</b>	DC-3 DC-3	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	BORINQUEN AIR	<b>Engine Manufacturer:</b>	WRIGHT
<b>Operating Certificate(s) Held:</b>	Air Cargo	<b>Engine Model/Series:</b>	R-1820-G202
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SJU, 13 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 90°
<b>Temperature:</b>	28° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ST. KITTS, CB (SKPK)	<b>Destination:</b>	SAN JUAN, PR (SJU)

## Airport Information

<b>Airport:</b>	LUIS MUNOZMARIN (SJU)	<b>Runway Surface Type:</b>	Water
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Water--choppy
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ANDREW A ALSTON Adopted Date: 05/22/1990

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](mailto: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.