



National Transportation Safety Board Aviation Accident Final Report

Location:	EL PASO, TX	Accident Number:	FTW85LA029
Date & Time:	10/26/1984, 1836 CDT	Registration:	N3433U
Aircraft:	DOUGLAS DC3C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

DUE TO LOW OIL PRESSURE AND HIGH OIL TEMP THE RIGHT ENG WAS SECURED. DURING THE PRECAUTIONARY LANDING GEAR EXTENSION WAS DELAYED UNTIL APRX 800 FT AGL. SINCE THE RIGHT ENG POWERS THE ONLY HYDRAULIC PUMP A LANDING GEAR DOWN AND LOCKED CONDITION WAS NOT POSSIBLE BY THE NORMAL MEANS. AS THE GEAR WERE EXTENDED AND HYDRAULIC PRESSURE BEGAN TO DECREASE THE PLT REALIZED THAT NORMAL GEAR EXTENSION WOULD NOT OCCUR. THE ALT OF THE ACFT PRECLUDED THE EMERG EXTENTION OF THE LANDING GEAR. SHORTLY AFTER TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ENGINE INSTRUMENTS,OIL PRESSURE GAGE - PRESSURE TOO LOW
 2. (F) ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
 4. (C) ENGINE ASSEMBLY - UNDETERMINED
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. (C) GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 7. HYDRAULIC SYSTEM,PUMP - DISABLED
 8. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

9. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-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):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/01/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6500 hours (Total, all aircraft), 815 hours (Total, this make and model), 5930 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N3433U
Model/Series:	DC3C DC3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	43087
Landing Gear Type:	Retractable - Tailwheel	Seats:	32
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	25200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-1830-90C
Registered Owner:	ATORIE AIR INC.	Rated Power:	1200 hp
Operator:	ATORIE AIR INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	SWAB

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1700 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 4400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1745 CDT	Type of Airspace:	

Airport Information

Airport:	EL PASO INTL. (ELP)	Runway Surface Type:	Asphalt
Airport Elevation:	3956 ft	Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	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 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](#).