



National Transportation Safety Board Aviation Incident Final Report

Location:	MIAMI, FL	Incident Number:	MIA83IA218
Date & Time:	09/01/1983, 1100 EDT	Registration:	YV134
Aircraft:	MCDONNELL DOUGLAS DC-10-30	Aircraft Damage:	Minor
Defining Event:		Injuries:	201 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

THE ACFT EXPERIENCED THE SEPARATION OF A FLAP VANE WHILE ON FINAL APPROACH TO LAND. 50 INCHES OF THE RIGHT FLAP VANE SEPARATED AND CAUSED SLIGHT DAMAGE TO A PARKED AUTO ON THE STREET BELOW. THE ACFT CONTINUED ON TO AN UNEVENTFULLY LANDING. THE INCIDENT WAS NOT NOTICED UNTIL A LOCAL RESIDENT CALLED TO REPORT THE FALLEN ARTICLE. ALL DC-10 OPERATORS WERE NOTIFIED BY TELEX OF THE FAILURE DUE TO DELAMINATION OF THE VANE FROM MOISTURE INGESTION. A SKIN REPAIR HAD BEEN MADE IN THIS CASE AND A COLD BOND METHOD WITH INADEQUATE SURFACE PREPARATION AND INSUFFICIENT PRESSURE DURING BONDING WERE MAJOR FACTORS IN THE FAILURE OF THE BOND. THE IDENTITY OF THE FACILITY THAT MADE THE BOND REPAIR TO THE VANE WAS NOT DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLIGHT CONTROL, FLAP ATTACHMENT - SEPARATION
2. (C) MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	YV134
Model/Series:	DC-10-30 DC-10-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	46556
Landing Gear Type:	Retractable - Tricycle	Seats:	268
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	555000 lbs
Time Since Last Inspection:		Engines:	3 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:		Engine Model/Series:	CF6-50C
Registered Owner:	VENEZUELAN INTERNATIONAL ARWYS	Rated Power:	50400 lbs
Operator:	VENEZUELAN INTERNATIONAL ARWYS	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1050 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 14° C
Precipitation and Obscuration:			
Departure Point:	CARACAS (MVZN)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0800 EDT	Type of Airspace:	Class B

Wreckage and Impact Information

Crew Injuries:	13 None	Aircraft Damage:	Minor
Passenger Injuries:	188 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	201 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS W WATSON	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/ .		

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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](#).