



Aviation Investigation Factual Report

Location:	DFW AIRPORT, Texas	Incident Number:	FTW83IA193
Date & Time:	April 16, 1983, 08:10 Local	Registration:	N773FT
Aircraft:	DOUGLAS DC-8-63F	Aircraft Damage:	None
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	44,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 15, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2582 hours (Pilot In Command, all aircraft), 52 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N773FT
Model/Series:	DC-8-63F DC-8-63F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	45966
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	358000 lbs
Time Since Last Inspection:		Engines:	4 Turbo fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT3D-7
Registered Owner:	FLYING TIGERLINE INC.	Rated Power:	19000 Lbs thrust
Operator:		Operating Certificate(s) Held:	Air cargo
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DFW ,596 ft msl	Distance from Accident Site:	
Observation Time:	08:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	HOUSTON (IAH)	Type of Clearance:	IFR
Departure Time:	08:10 Local	Type of Airspace:	Class B

Airport Information

Airport:	DFW AIRPORT DFW	Runway Surface Type:	Concrete
Airport Elevation:	596 ft msl	Runway Surface Condition:	Dry
Runway Used:	17L	IFR Approach:	None
Runway Length/Width:	11387 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.370666,-94.580528(est)

Administrative Information

Investigator In Charge (IIC): Edwards, Armond

Additional Participating Persons:

Report Date: February 6, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20777>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).