

Brief of Incident (Continued)

FTW88IA109
File No. 5031 05/24/1988 NEW ORLEANS, LA Aircraft Reg No. N75356 Time (Local): 12:55 CDT

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - THUNDERSTORM
 3. (F) WEATHER CONDITION - RAIN
 4. (F) WEATHER CONDITION - HAIL
 5. (F) WEATHER CONDITION - TURBULENCE
-

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

6. ALL ENGINES
 7. (C) MISCELLANEOUS - WATER
 8. (C) POWERPLANT - INOPERATIVE
 9. (F) ACFT/EQUIP,INADEQUATE DESIGN - MANUFACTURER
 10. (F) INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)
-

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

11. STARTING PROCEDURE - ATTEMPTED
12. POWERPLANT - OVERTEMPERATURE
13. EMERGENCY PROCEDURE - PERFORMED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this incident as follows.

A DOUBLE ENGINE FLAMEOUT DUE TO WATER INGESTION WHICH OCCURRED AS A RESULT OF AN INFLIGHT ENCOUNTER WITH AN AREA OF VERY HEAVY RAIN AND HAIL. A CONTRIBUTING CAUSE OF THE INCIDENT WAS THE INADEQUATE DESIGN OF THE ENGINES AND THE FAA WATER INGESTION CERTIFICATION STANDARDS WHICH DID NOT REFLECT THE WATERFALL RATES THAT CAN BE EXPECTED IN MODERATE OR HIGHER INTENSITY THUNDERSTORMS.