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## **In-Flight Fire/Emergency Landing, Federal Express Flight 1406 Douglas DC-10-10, N68055, Newburgh, New York September 5, 1996**

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**Micro-summary:** This McDonnell Douglas DC-10 experienced an in-flight fire, and crashed during an emergency landing, destroying the airplane, but the occupants survived.

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**Event Date:** 1996-09-05 at 0554 EDT


**Investigative Body:** National Transportation Safety Board (NTSB), USA


**Investigative Body's Web Site:** <http://www.nts.gov/>


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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
  3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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		NTSB ID: DCA96MA079		Aircraft Registration Number: N68055	
		Occurrence Date: 09/05/1996		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NEWBURGH	State NY	Zip Code 12550	Local Time 0554	Time Zone EDT	
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series DC-10-10CF		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On September 5, 1996, about 0555 edt, Federal Express flight 1406, N68055, made an emergency landing at Newburgh/Stewart International Airport, Newburgh, New York, following a warning of smoke in the cabin. The intended flight was from Memphis, Tennessee, to Boston, Massachusetts. En route, at flight level 330, cockpit warning lights for cargo compartment smoke detectors activated. The Captain declared an emergency, and requested clearance to land at the nearest suitable airport. Stewart airport fire and rescue units were alerted and were standing by when the airplane landed successfully on runway 27. After the airplane was brought to a stop on a high speed taxiway, the 3 flightcrew members and 2 jumpseat crew evacuated using the forward emergency exits and cockpit emergency ropes. The Captain received rope burns to his hands while sliding down his emergency rope. No other injuries were reported. Smoke initially came from the emergency exits and approximately 1 hour after landing a fire broke through the fuselage above the cabin</p>					
FACTUAL REPORT - AVIATION					
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA96MA079			
		Occurrence Date: 09/05/1996			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
NEWBURGH/STEWART INTL	SWF	491 Ft. MSL	27	11818	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: VOR/DME					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
McDonnell Douglas		DC-10-10CF		47809	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	449000 LBS	Number of Engines: 3	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	GE	CF6-6D	41000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection	Airframe Total Time	
Continuous Airworthiness		09/1996	Hours	38271 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
		City	State	Zip Code	
		MEMPHIS	TN	38132	
Operator of Aircraft		Street Address			
		Same as Reg'd Aircraft Owner			
Same as Reg'd Aircraft Owner		City	State	Zip Code	
Operator Does Business As: FEDERAL EXPRESS			Operator Designator Code: FDEA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Cargo					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DCA96MA079
	Occurrence Date: 09/05/1996
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 47
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 08/1996
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	12344	2504								
Pilot In Command(PIC)		1621								
Instructor										
Last 90 Days		82								
Last 30 Days		50								
Last 24 Hours		8								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point MEMPHIS	State TN	Airport Identifier	Departure Time 0242	Time Zone CDT
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Destination BOSTON	State MA	Airport Identifier BOS	
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Type of Clearance: IFR

Type of Airspace: Class A

**Weather Information**

Source of Briefing: National Weather Service

Method of Briefing:

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: DCA96MA079
	Occurrence Date: 09/05/1996
	Occurrence Type: Accident

**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SWF	0555	EDT	491 Ft. MSL	0 NM	Deg. Mag.

Sky/Lowest Cloud Condition: Partial Obscuration	Ft. AGL	Condition of Light: Dawn
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Lowest Ceiling: Broken	3000 Ft. AGL	Visibility: 2 SM	Altimeter: 30.00 "Hg
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Temperature: 18 °C	Dew Point: 17 °C	Wind Direction: 280	Density Altitude: Ft.
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Wind Speed: 4	Gusts:	Weather Conditions at Accident Site: Instrument Conditions
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Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:
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Restrictions to Visibility:

Type of Precipitation:

**Accident Information**

Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer			1		1
Cabin Attendants					
Other Crew				2	2
Passengers					
- TOTAL ABOARD -			2	3	5
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	2	3	5

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: DCA96MA079

Occurrence Date: 09/05/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

THOMAS R. CONROY

Additional Persons Participating in This Accident/Incident Investigation:

LAWRENCE SMITH

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