

PRELIMINARY REPORT

(Preliminary information only, pending completion of the Accident Investigation)

Distribution:

State of Registry: Portugal
State of the Operator: Portugal
State of Manufacture: United States
ICAO

00 – OCCURRENCE IDENTIFICATION

FILING INFORMATION

State Reporting 0001 •	NL	The Netherlands
State File number 0002		2004106

WHERE

State/Area of occurrence 0004 •	NL	The Netherlands
Location N() Near 0005	AMS	Amsterdam Airport Schiphol

WHEN

Date of occurrence 0008	2004	07	06
	Year	Month	Day
Local time of occurrence 0009 (24h clock)	11	17	
	Hour	Min	

AIRCRAFT

Manufacturer 0010 •		Lockheed Martin
Model 0011 •	L15	L-1011-385-3 Tristar 500
Registration 0012		CS-TMR
State of registry 0013 •	PT	Portugal
Operator's name 0014 40() 40() 40()	LXR	Air Luxor

01 – HISTORY OF FLIGHT

AIRLINE OPERATION(AIR TRANSPORT OPERATIONS)

Type of Operation 0101		
1(<input checked="" type="checkbox"/>) Passenger	2() Cargo	3() Passenger/Cargo
4() Ferry/Positioning	5() Training/Check	6() Other
Z() Unknown		
0102		
S() Scheduled	N(x) Non-scheduled	Z() Unknown
0103		
D() Domestic	(I x) International	Z() Unknown

GENERAL AVIATION

Type of Operation 0104		
Instructional		
10() Dual	11() Solo	12() Check
1Y() Other		
1Z() Unknown		
Non-commercial		
20() Pleasure	21() Business	22() Government/State
23() Aerial work	24() Off-shore operation	2Y() Other
2Z() Unknown		
Commercial		
30() Aerial application	31() Fire control	32() Aerial observation
33() Aerial advertising	34() Construction/Sling load	3Y() Other
3Z() Unknown		
Miscellaneous		
40() Test/Experimental	41() Illegal(smuggling/	42() ferry
43() Search & res cue	44() Airshow/Race	45() Demonstration
4Y() Other		
4Z() Unknown		
Type of Operator 0205		
1() Flying club/School	2() Corporate/Executive	3() Gov.Agency
4() Private owner	5() Sales/Rental/Service	Y() Other
Z() Unknown		

ITINERARY

Last departure point 0106	Local spelling using Roman letters Or S(<input checked="" type="checkbox"/>) if same as 0005
Planned destination 0107	Willemstad, Curaçao Or S() if same as 0005
Duration of flight (time airborne) 0108•	Hour Min or Y(x) if accident occurred on ground

07 – METEOROLOGICAL INFORMATION

General weather in the area of occurrence 0705

1(<input checked="" type="checkbox"/>) Visual meteorological conditions	2(<input type="checkbox"/>) Instrument meteorological conditions	Z(<input type="checkbox"/>) Unknown
Light conditions		
0706		
1(<input type="checkbox"/>) Dawn	2(<input checked="" type="checkbox"/>) Daylight	3(<input type="checkbox"/>) Dusk/Twilight
4(<input type="checkbox"/>) Night – moonlight	5(<input type="checkbox"/>) Night – dark	Z(<input type="checkbox"/>) Unknown

SEQUENCE OF EVENTS

EVENTS	PHASES
take-off acceleration blast noise/blow-pipe flame yaw movement to the left rejected take-off	take-off take-off take-off take-off

NARRATIVE

<p>NARRATIVE</p> <p>This shall not exceed 200 words and will be presented in the following order:</p> <ol style="list-style-type: none"> 1. Brief description of the occurrence including emergency circumstances and significant information; 2. Additional remarks, including precise information on items which have been coded "OTHER"; 3. Safety recommendations and corrective action taken or under consideration. <p><i>Note – Please print or type.</i></p>
<p>On Tuesday July 6th 2004 at 09.17 UTC flight DCA2000, with destination Willemstad in Curaçao, received clearance for take-off from runway 24 at Amsterdam Airport Schiphol. The flight of Dutch Caribbean Airlines (DCA), an airliner from the Antilles, was executed by a three engined Lockheed L-1011-385-3 Tristar 500 with registration CS-TMR, owned by the Portuguese Luzair and crew of the Portuguese Air Luxor. 15 Crew members and 314 passengers were onboard the aircraft. During the acceleration the take-off was rejected by the crew. The captain stated that he rejected the take-off at a speed of approximately 140 knots due to a blast noise coming from the left hand side of the aircraft, followed by a sudden and momentarily yaw to the left. The yaw movement was stopped by the captain by applying rudder. The calculated V_1 was 152 knots. When the aircraft taxied from the runway air traffic control instructed the crew to hold the aircraft because of smoke development and some flames near the right main landing gear. The crew stopped the aircraft and the engines were shut down. The airport fire fighting was on standby to keep the situation under control. No crew members or passengers got injured.</p> <p>It was found that the right main landing gear had sustained serious damage during the rejected take-off. The end of a retaining rod, which function is to keep the brake unit in place during braking action, and a number of hydraulic lines were broken. The four tires of the left main landing gear were deflated and two tires showed large scouring spots. Several small parts of the right main landing gear were found on the runway.</p> <p>During the take-off roll some witnesses heard several bangs and noticed a blow-pipe flame from the exhaust cone of engine #1. Subsequently a borescope inspection of engine #1 revealed out of limit damage to some blades of the second stage high pressure compressor.</p>