



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MIAMI, FL	<b>Accident Number:</b>	MIA90FA049
<b>Date &amp; Time:</b>	01/06/1990, 1142 EST	<b>Registration:</b>	N96GS
<b>Aircraft:</b>	LOCKHEED L1329	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

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## Analysis

FLT WAS A 3-ENG FERRY WITH THE #4 ENG SHUT DOWN. DURING TAKEOFF ROLL AT V1 THE #2 ENG OVERHEAT LIGHT CAME ON. ACCORDING TO THE COPILOT THE PILOT REDUCED THROTTLE SLIGHTLY AND CONTINUED THE TAKEOFF. AFTER LIFT-OFF THE PILOT ABORTED THE TAKEOFF. THE AIRPLANE COULD NOT BE STOPPED ON THE REMAINING RUNWAY AND COLLIDED WITH ANTENNAS, APPROACH LIGHTS AND A CONSTRUCTION SITE 1,180 FT FROM THE DEPARTURE END OF THE RUNWAY. POST-CRASH EXAM OF THE 3 OPERATING ENGS DID NOT REVEAL ANY EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. A FAILED RESISTOR WAS FOUND IN THE #2 ENG ELECTRONIC ENGINE CONTROL (EEC). THIS WOULD CAUSE THE UNIT TO OVER-SCHEDULE FUEL TO THE ENG RESULTING IN HOTTER ENG OPERATING TEMPERATURES. RETARDING THE THROTTLE WOULD REDUCE FUEL FLOW TO WITHIN NORMAL RANGES FOR ENG OPERATION. UNDER CONDITIONS THAT EXISTED AT THE TIME OF THE ACCIDENT, THE AIRPLANE WOULD HAVE A 3-ENG RATE-OF-CLIMB OF 1,398 FPM, AND A 2-ENG RATE-OF-CLIMB OF 350 FPM.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER DECISION TO REJECT THE TAKEOFF AFTER THE AIRPLANE HAD PASSED V1 SPEED AND LIFTED OFF THE RUNWAY. A FACTOR WAS A MALFUNCTIONING #2 ENGINE ELECTRONIC ENGINE CONTTROL WHICH CAUSED THE UNIT TO OVER-SCHEDULE FUEL TO THE ENGINE RESULTING IN HOTTER OPERATING TEMPERATURES.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) FUEL SYSTEM,FUEL CONTROL - FAILURE,PARTIAL
  2. (F) FLUID,FUEL - PRESSURE EXCESSIVE
  3. (F) ENGINE ASSEMBLY - OVERTEMPERATURE
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Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

4. (C) ABORT ABOVE V1 - PERFORMED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - APPROACH LIGHT/NAVAID

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/22/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	12500 hours (Total, all aircraft), 900 hours (Total, this make and model), 12200 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LOCKHEED	<b>Registration:</b>	N96GS
<b>Model/Series:</b>	L1329 L1329	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	5068
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	01/05/1990, AAIP	<b>Certified Max Gross Wt.:</b>	44500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	4 Turbo Fan
<b>Airframe Total Time:</b>	8791 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TFE-731-3
<b>Registered Owner:</b>	DAVID TOKOPH	<b>Rated Power:</b>	3700 lbs
<b>Operator:</b>	TOKOPH, DAVID	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	GRECOAIR	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1142 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2100 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DALLAS, TX (DAL)	Type of Clearance:	IFR
Departure Time:	1141 EST	Type of Airspace:	Class D

## Airport Information

Airport:	MIAMI INTERNATIONAL (MIA)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	10502 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	04/30/1992
Additional Participating Persons:	JAMES PICOLLI; MIAMI, FL PETER BAKER; PHOENIX, AZ DAVID TOKOPH; EL PASO, TX FRANCISCO BUSTAMART; EL PASO, TX		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).