



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI, FL	Accident Number:	MIA90FA049
Date & Time:	01/06/1990, 1142 EST	Registration:	N96GS
Aircraft:	LOCKHEED L1329	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General Aviation - Ferry

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 CONTROL WHICH CAUSED THE UNIT TO OVER-SCHEDULE FUEL TO THE ENGINE RESULTING IN HOTTER OPERATING TEMPERATURES.

Findings

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

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

4. (C) ABORT ABOVE V1 - PERFORMED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	11/22/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Observation Time:	1142 EST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2100 ft agl	Temperature/Dew Point:	28° C / 22° C
Lowest Ceiling:	None / 0 ft agl	Visibility	7 Miles
Wind Speed/Gusts, Direction:	15 knots, 150°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
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	Adopted 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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