



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	POMPANO BEACH, FL	<b>Accident Number:</b>	MIA88FA007
<b>Date &amp; Time:</b>	10/12/1987, 1437 EDT	<b>Registration:</b>	N26574
<b>Aircraft:</b>	ROCKWELL 700	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

WITNESSES STATED THAT JUST AFTER TAKEOFF, THE LEFT ENGINE STARTED TO LEAVE A TRAIL OF WHITE SMOKE, THE ACFT THEN TURNED LEFT BACK TOWARDS THE ARPT & CRASHED INTO THE STREET. POST CRASH EXAMINATION REVEALED ONE OF THE LEFT ENGINE CRANKSHAFT COUNTERWEIGHTS FAILED CAUSING THE #6 CYLINDER CONNECTING ROD TO BREAK & PUNCTURE A HOLE IN THE UPPER ENGINE CASE. BOTH PROPELLERS WERE FOUND IN FEATHER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. 1 ENGINE
2. (C) ENG ASSEMBLY,CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - FAILURE,TOTAL
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

4. ALL ENGINES
5. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
6. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

-----

Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

7. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/17/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5380 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL	<b>Registration:</b>	N26574
<b>Model/Series:</b>	700 700	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	70006
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	10/15/1986, Annual	<b>Certified Max Gross Wt.:</b>	6600 lbs
<b>Time Since Last Inspection:</b>	182 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1565 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540-R2AD
<b>Registered Owner:</b>	R.S. JONES & ASSOCIATES INC.	<b>Rated Power:</b>	340 hp
<b>Operator:</b>	R.S. JONES AND ASSOCIATES, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PMP, 20 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1437 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 26° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR/IFR
Destination:	MELBOURNE, FL (MLB)	Type of Clearance:	IFR
Departure Time:	1935 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	12/27/1988
Additional Participating Persons:	JAMES STABLEY; WILLIAMSPORT, PA		
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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).