



National Transportation Safety Board Aviation Accident Data Summary

Location:	VEGA, TX	Accident Number:	FTW88LA142
Date & Time:	08/01/1988, 2317 CDT	Registration:	N3707Z
Aircraft:	BEECH A36TC	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE WAS ON A NIGHT CROSS COUNTRY FLIGHT WHEN ENGINE OIL STARTED TO APPEAR ON THE WINDOWS. THE PILOT WAS UNABLE TO GET THE AIRPLANE TO AN AIRPORT BEFORE THE OIL PRESSURE WENT TO ZERO. AFTER LOSS OF OIL PRESSURE, THE ENGINE STARTED TO VIBRATE, AND THE PROPELLER SEPARATED FROM THE ENGINE. WITH NO FORWARD VISIBILITY AND VERY LITTLE SIDE VISIBILITY, THE PILOT MADE A FORCED LANDING ON A HIGHWAY SERVICE ROAD; HOWEVER, DURING THE LANDING ROLL, THE AIRPLANE IMPACTED HIGHWAY SIGNS AND REFLECTORS. THE PILOT SAID THERE WAS A FIRE ON THE HIGHWAY, BEHIND THE AIRPLANE, BUT IT NEVER REACHED THE AIRPLANE. A TEARDOWN OF THE ENGINE REVEALED A FAILURE OF THE CRANKSHAFT THAT WAS INITIATED BY A PRE-EXISTING FATIGUE CRACK. THERE WAS EVIDENCE THAT OPENING OF THE FATIGUE CRACK LED TO GRADUAL LOSS OF LUBRICATING OIL, THEN SEPARATION OF THE PROPELLER.

Probable Cause

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. FLUID, OIL - LOSS, TOTAL
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
5. (F) VISUAL LOOKOUT - RESTRICTED
6. (F) VISUAL/AURAL PERCEPTION

7. (F) LIGHT CONDITION - DARK NIGHT

8. OBJECT - SIGN

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	5800 hours (Total, all aircraft), 250 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3707Z
Model/Series:	A36TC A36TC	Engines:	1 Reciprocating
Operator:	PETRO JET AVIATION, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-UB
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 170°
Temperature:	22° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Destination:	MIDLAND, TX (MAF)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ARMOND V EDWARDS Adopted Date: 01/16/1990

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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