



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Pembroke Pines, FL	<b>Accident Number:</b>	MIA05FA020
<b>Date &amp; Time:</b>	11/02/2004, 1216 EST	<b>Registration:</b>	N2706D
<b>Aircraft:</b>	Rawdon Bros. Aircraft T1	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Analysis

Witnesses stated that they saw the accident airplane initiate a normal takeoff from runway 09, and while at a low altitude during initial climb, they saw it make what appeared to be a left turn from going west, toward the north, and it suddenly descended nose down in a steep left turn and impacted the runway. The controller at the North Perry Airport control tower stated that after the airplane took off from runway 09R, and while it was climbing out at an altitude of about 100 feet he received a radio communications call from the pilot stating that he had an engine problem. The controller replied stating, "anything you want," and this was the last radio communication he had with the accident airplane. The controller stated that he observed the airplane in a left descending turn, and the airplane impacted the ground. A mechanic employed with the operator stated that the pilot had made an earlier flight, and when he landed, he exited the airplane, entered the hangar, and spoke with the maintenance manager about an engine problem he had experienced. The mechanic said that the accident airplane had a history of engine problems, and when the pilot returned there were two problems. One problem was smoke oil leaning on the windshield, and the second problem was the engine missing/sputtering and occasionally ceasing to operate in flight. He said he overheard the discussion between the pilot and the maintenance manager, and it pertained to the operation of the fuel system. During examination of the accident airplane debris was found in the carburetor bowl and in the carburetor float chamber. An electric fuel pump was found to contain a large quantity of debris in the fuel pump chamber.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper maintenance by company maintenance personnel, and the pilot-in-command's operating the airplane with known deficiencies, which resulted in the loss of engine power due to fuel system contamination, and a loss of control while maneuvering to return to the airport.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. FUEL SYSTEM - CONTAMINATION

- 2. (C) MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PERSONNEL
- 3. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

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 Occurrence #2: FORCED LANDING  
 Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF  
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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
 Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

- Findings
- 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  - 5. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
 Phase of Operation: DESCENT - UNCONTROLLED

- Findings
- 6. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	9650 hours (Total, all aircraft), 100 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rawdon Bros. Aircraft	<b>Registration:</b>	N2706D
<b>Model/Series:</b>	T1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Van Wagner Aerial Media, LLC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-540-A1B5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HWO, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 5500 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 140°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Pembroke Pines, FL (HWO)	Destination:	(HWO)

## Airport Information

Airport:	North Perry Airport (HWO)	Runway Surface Type:	Asphalt
Runway Used:	09R	Runway Surface Condition:	Dry
Runway Length/Width:	3210 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	26.001389, -80.240556		

## Administrative Information

Investigator In Charge (IIC):	John W Lovell	Adopted Date:	06/08/2005
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:pubinq@ntsb.gov">pubinq@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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