

National Transportation Safety Board  
Washington, DC 20594

Printed on : 8/24/2010 9:06:41 AM

Brief of Accident

Adopted 12/14/1992

MIA90FA145 File No. 1500	06/26/1990	PANAMA CITY, FL	Aircraft Reg No. N18PA	Time (Local): 05:15 CDT	
Make/Model: Piper / PA-31			Fatal	Serious	Minor/None
Engine Make/Model: Lycoming / TIO-540F2BD			Crew 2	0	0
Aircraft Damage: Destroyed			Pass 0	0	0
Number of Engines: 2					
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi					
Name of Carrier: PANAMA AVIATION, INC.					
Type of Flight Operation: Non-scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Dawn		
Destination: TAMPA, FL			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions		
			Lowest Ceiling: 0 Ft. AGL, Unknown		
			Visibility: 7.00 SM		
			Wind Dir/Speed: 010 / 003 Kts		
			Temperature (°C): 24		
			Precip/Obscuration:		
Pilot-in-Command	Age: 64		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 7524		
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea			Last 90 Days: 346		
Instrument Ratings			Total Make/Model: 600		
Airplane			Total Instrument Time: 1075		

WITNESSES DESCRIBED THE TAKEOFF AS A LONG GROUND ROLL, SLOW CLIMB, AND ENGINES NOT SOUNDING NORMAL. THE AIRPLANE THEN SETTLED INTO TREES. TEARDOWN OF THE LEFT ENGINE REVEALED WATER PRESENT IN THE FUEL INJECTOR LINES OF #1, #3 AND #5 CYLS. #3 NOZZLE PLUGGED. INTAKE VALVES DARK & SOOTY. PISTONS 1, 3 AND 5 HAD CONSIDERABLE AMOUNTS OF DARK CARBON DEPOSITS. TEARDOWN OF RIGHT ENGINE REVEALED EXTENSIVE CARBON BUILDUPS THROUGHOUT. AN ENGINE TEST RUN WAS PERFORMED BY THE DIRECTOR OF MAINTENANCE DAY BEFORE ACCIDENT. PERSONNEL FORMERLY EMPLOYED BY THE OPERATOR PROVIDED WRITTEN STATEMENTS OF ALLEGATIONS PERTAINING TO THE GENERAL CONDITION OF COMPANY AIRPLANES, FALSIFICATION OF MAINTENANCE RECORDS, AND IMPROPER MAINTANANCE PROCEDURES BEING PERFORMED ON COMPANY AIRPLANES.

Brief of Accident (Continued)

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File No. 1500                      06/26/1990                      PANAMA CITY, FL                      Aircraft Reg No. N18PA                      Time (Local): 05:15 CDT

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Occurrence #1:    LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
  2. (C) FUEL SYSTEM,LINE - WATER
  3. (C) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
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Occurrence #2:    LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. 1 ENGINE
  5. (C) FUEL SYSTEM
  6. (C) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
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Occurrence #3:    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

7. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
A LOSS OF POWER ON BOTH ENGINES DURING TAKEOFF AS A RESULT OF INADEQUATE MAINTENANCE. IN ADDITION, THE PILOT FAILED TO ABORT THE TAKEOFF.