



National Transportation Safety Board Aviation Accident Final Report

Location:	QUINCY, IL	Accident Number:	CHI87FA085
Date & Time:	02/18/1987, 1532 CST	Registration:	N149R
Aircraft:	Beech E18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT, AT NEAR GROSS WEIGHT (CG UNKNOWN), WAS ON INITIAL CLIMB AFTER TAKEOFF. A WITNESS REPORTED THAT ENGINES SOUNDED NORMAL. AT ABOUT 400 FT AGL THE ACFT WAS REPORTED TO PITCH UP ABOUT 10 DEGREES, THEN LEVEL OFF AND ENTER A LEFT TURN. THE ACFT MADE ANOTHER LEFT TURN TO THE SSW. THE PILOT RPRTD THAT HE WAS RETURNING TO THE FIELD, BUT DID NOT STATE PROBLEM. THE WITNESS SAID THE ACFT WAS IN A 30 DEGREE LEFT BANK, TURNING TOWARD THE ARPT, WHEN THE ACFT STALLED AND DESCENDED TO THE GND IN A VERTICAL NOSE DOWN ATTITUDE. FIRE/EXPLOSION AFTER IMPACT. LEFT PROP FND IN FEATHERED POSITION. NO ENGINE PROBLEM FOUND. ON 1/28/87, LT ENGINE LOST POWER AFTER TKOF; NO PROBLEM FOUND; UNABLE TO DUPLICATE. PLT HAD 2 ENGINE-OUT EXPERIENCES IN AIRPLANE PREVIOUSLY, BOTH WHEN AT LOW WEIGHT. SURROUNDING TERRAIN SUITABLE FOR OFF-AIRPORT LDG.

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

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

5. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

6. WHEELS UP LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/05/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3743 hours (Total, all aircraft), 287 hours (Total, this make and model), 187 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N149R
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA414
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	01/25/1987, AAIP	Certified Max Gross Wt.:	11250 lbs
Time Since Last Inspection:	66 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	15749 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	AJAX AIRCRAFT LEASING INC.	Rated Power:	550 hp
Operator:	ACTIVE AERO CHARTER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	BTYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UIN, 768 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1550 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6° C / -8° C
Precipitation and Obscuration:			
Departure Point:	QUINCY, IL (UIN)	Type of Flight Plan Filed:	IFR
Destination:	BELLEVILLE, MI (YIP)	Type of Clearance:	None
Departure Time:	1530 CST	Type of Airspace:	Class D

Airport Information

Airport:	BALDWIN FIELD	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	7100 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EDWARD J MCAVOY	Report Date:	12/21/1988
Additional Participating Persons:	R. THORPE; SPRINGFIELD, IL W. DURHAM; SPRINGFIELD, IL		
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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