



National Transportation Safety Board Aviation Accident Final Report

Location:	LAWTON, OK	Accident Number:	FTW85LA151
Date & Time:	03/17/1985, 1635 CST	Registration:	N142ER
Aircraft:	DOUGLAS A-26B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

AN INTERMITTANT FIRE IN THE LEFT ENGINE ACCESSORY SECTION LED TO LOSS OF FUEL TO THE ENGINE. THE RIGHT ENGINE INJECTED WATER AND QUIT. THE LANDING GEAR HAD BEEN LEFT PINNED IN THE DOWN POSITION BECAUSE OF A MALFUNCTION REPORTED ON THE PREVIOUS FLIGHT. NEITHER PROPELLER WAS FEATHERED, BUT THE RESULTING HIGH RATE OF DESCENT LED TO A FORCED LANDING BEFORE THE LEFT TANK BLEW UP AND THE WING BURNED OFF. THE AIRCRAFT WAS DESTROYED BY FIRE AFTER ALL THREE OCCUPANTS ESCAPED WITHOUT SERIOUS INJURY. THE AIRCRAFT WAS BEING FERRIED TO ANOTHER FACILITY FOR RESTORATION.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - PRE-FLIGHT

Findings

1. (C) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: FIRE
Phase of Operation: CRUISE - NORMAL

Findings

4. (C) ACCESSORY DRIVE ASSY - FIRE

Occurrence #3: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (C) FLUID,FUEL - WATER

Occurrence #4: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #5: FORCED LANDING
Phase of Operation: LANDING

Findings

6. ENGINE ASSEMBLY - FIRE
7. NACELLE/PYLON - FIRE
8. WING - FIRE
9. HORIZONTAL STABILIZER SURFACE - FIRE
10. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/29/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5395 hours (Total, all aircraft), 158 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N142ER
Model/Series:	A-26B A-26B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6928
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/03/1983, AAIP	Certified Max Gross Wt.:	32000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2090 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-2800-79
Registered Owner:	ADA AIRCRAFT MUSEUM	Rated Power:	2000 hp
Operator:	ADA AIRCRAFT MUSEUM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAW, 1110 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1655 CST	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:	ADA, OK (ADH)	Type of Flight Plan Filed:	None
Destination:	FREDERICK, OK (FDR)	Type of Clearance:	VFR
Departure Time:	1600 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	3 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight and On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	J H DAUGHERTY	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).