



National Transportation Safety Board Aviation Accident Final Report

Location:	PATTONVILLE, TX	Accident Number:	FTW85LA324
Date & Time:	08/17/1985, 0945 CDT	Registration:	N190M
Aircraft:	DOUGLAS TB-26B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE ACFT HAD NOT FLOWN FOR TWO YEARS AND WAS BEING CHECKED OUT FOR A FERRY FLT TO THE U.S. AIR FORCE AIR MUSEUM IN FARGO, ND. DURING INITIAL CLIMB FROM COX FIELD AT PARIS, TX, THE LEFT ENG LOST TOTAL PWR AND THE RIGHT ENG LOST PARTIAL PWR. AN OFF ARPT FORCED LANDING WAS ATTEMPTED, HOWEVER, THE ACFT IMPACTED THE TERRAIN AND TREES. THE REASON FOR THE PWR LOSS WAS NOT DETERMINED.

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: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) OBJECT - TREE(S)
3. (F) AIRPORT/FACILITIES - NONE SUITABLE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/16/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9485 hours (Total, all aircraft), 6 hours (Total, this make and model), 8890 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N190M
Model/Series:	TB-26B TB-26B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	44-34156A
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	32000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R2800
Registered Owner:	JIM RICKETTS	Rated Power:	
Operator:	JIM RICKETTS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	PARIS, TX (PRX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 CDT	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A EDWARDS	Report Date:	
Additional Participating Persons:	MAX E YOUNG; DALLAS, TX		
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](#).