



National Transportation Safety Board Aviation Accident Final Report

Location:	WEST CHICAGO, IL	Accident Number:	CHI92FA037
Date & Time:	12/04/1991, 0405 CST	Registration:	N38RM
Aircraft:	BEECH G-18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT STATED SHE FELT THE TWIN ENGINED TAILWHEEL CARGO AIRPLANE YAW TO THE RIGHT DURING TAKEOFF. THE PILOT STATED SHE APPLIED LEFT RUDDER AND SET DIFFERENTIAL POWER TO CORRECT FOR THE PERCEIVED RIGHT HAND CROSSWIND. AS THE AIRPLANE LIFTED OFF, IT MADE A SHARP RIGHT TURN AND PERFORMED LEFT AND RIGHT BANKS LEVELING OFF PRIOR TO COLLIDING WITH THE GROUND. THE AIRPLANE SLID THROUGH SECURITY FENCES AND A FUEL SUPPLY DEPOT BEFORE STOPPING. THE NEWSPAPER BUNDLE CARGO MOVED FROM THE TWO FORWARD BAYS TO THE AFT END OF THE CARGO COMPARTMENT. THE NEWSPAPERS WERE COVERED WITH PLASTIC WRAPPER. THE CARGO COMPARTMENT FLOOR WAS SLIPPERY WHEN WALKED UPON AND HAD TRACES OF SNOW ON IT. ACCORDING TO THE PILOT THE CARGO WAS COVERED BY A CARGO NET SECURED AT THE FORWARD END BUT NOT AT THE AFT END. TWO CARGO STRAPS WERE CRISSCROSSED OVER THE NET AND SECURED AT THE AFT END OF THE CARGO LOAD. THE LEFT THROTTLE WAS FOUND IN THE FULL FORWARD POSITION. THE RIGHT THROTTLE WAS FOUND ONE INCH AFT OF THE FULL FORWARD POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A RESULT OF THE PILOT IN COMMAND'S NOT MAINTAINING DIRECTIONAL CONTROL, AN IMPROPER INFLIGHT DECISION, AND IMPROPER REMEDIAL ACTION ONCE THE LOSS OF DIRECTIONAL CONTROL WAS RECOGNIZED BY THE PILOT. FACTORS CONTRIBUTING TO THIS ACCIDENT ARE INADEQUATE CARGO RESTRAINTS, LOOSE CARGO, AND IMPROPER SECURITY OF THE CARGO NOT OBSERVED BY THE PILOT. ADDITIONAL FACTORS CONTRIBUTING TO THIS ACCIDENT ARE THE INADEQUATE STANDARDS FOR AIRCRAFT EQUIPMENT AND TRAINING PROVIDED BY THE COMPANY EMPLOYING AND OPERATING THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) MISC EQPT/FURNISHINGS,CARGO RESTRAINTS - INADEQUATE
2. (F) SECURITY OF CARGO - IMPROPER - PILOT IN COMMAND
3. (F) ACFT/EQUIP,INADEQUATE STANDARD/REQUIREMENT - COMPANY/OPERATOR MANAGEMENT
4. (F) CARGO/BAGGAGE - LOOSE
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. INATTENTIVE - PILOT IN COMMAND
8. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
9. (F) INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. TERRAIN CONDITION - SNOW COVERED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: OTHER

Findings

11. OBJECT - FENCE
12. OBJECT - OTHER

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	27, Female
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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/18/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4571 hours (Total, all aircraft), 330 hours (Total, this make and model), 4476 hours (Pilot In Command, all aircraft), 203 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N38RM
Model/Series:	G-18S G-18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-574
Landing Gear Type:	Retractable - Tailwheel	Seats:	
Date/Type of Last Inspection:	01/02/2000, AAIP	Certified Max Gross Wt.:	10200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-985-14B
Registered Owner:	P.B. LEASING	Rated Power:	450 hp
Operator:	VIKING EXPRESS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	EXPRESS, INC.	Operator Designator Code:	CHRA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DPA, 758 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0400 CST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	COVINGTON, KY (CVG)	Type of Clearance:	IFR
Departure Time:	0400 CST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	DUPAGE COUNTY (DPA)	Runway Surface Type:	Asphalt
Airport Elevation:	758 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Report Date:	07/13/1993
Additional Participating Persons:	ROBERT LUNA; WEST CHICAGO, IL WILLIAM HELING; WEST CHICAGO, 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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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](#).