



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKWOOD, NJ	Accident Number:	NYC82FHD18
Date & Time:	08/13/1982, 1800 EDT	Registration:	N380MA
Aircraft:	BEECH E18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

PRIOR TO FLT THE SPARK PLUGS ON BOTH ENGS WERE REPLACED DUE TO MINOR ENG VIBRATION & THE LANDING GEAR RETRACT SYSTEM WIRING REPAIRED DUE TO THE GEAR NOT RETRACTING ELECTRICALLY ON A PRIOR OCCASION. AFTER TAKEOFF THE GEAR WOULD NOT RETRACT ELECTRICALLY & THE PASSENGER HAD TO CRANK UP THE GEAR MANUALLY. AFTER THE PARACHUTE JUMP THE PLT SHUT DOWN THE LEFT ENG TO ISOLATE THE VIBRATION. HE THEN STARTED THE LEFT ENG & FEATHERED THE RIGHT ENG. UNABLE TO UNFEATHER THE RIGHTENG HE ELECTED TO LAND WITH FULL FLAPS & GEAR DOWN AFTER A STRAIGHT-IN APPROACH. AS HE APPROACHED THE THRESHOLD A C-150 TAXIED ONTO THE RWY. THE PLT EXECUTED A GO-AROUND WHILE TRYING TO RETRACT THE FLAPS & GEAR ELECTRICALLY WITHOUT RESULTS.THE PAX WAS ATTEMPTING TO RETRACT THE GEAR MANUALLY WHEN THE ACFT STRUCK A TREE. THE PLT STATED HE DID NOT MAKE HIS LANDING INTENTIONS KNOWN ON UNICOM DURING THE APPROACH. NO PRE-IMPACT DESCREANCIES WERE FOUND TO PRECLUDE NORMAL PROP OPERATION. NORMAL ELECT POWER IS HALVED WITH ONE GENERATION INOPERATIVE.

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(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ENGINE ASSEMBLY - VIBRATION
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

4. (C) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. (C) RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
6. (F) OBJECT - AIRCRAFT MOVING ON GROUND
7. (F) ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
9. (F) ELECTRICAL SYSTEM - OUTPUT LOW
10. (F) GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
11. (F) RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
12. (F) AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - DETERIORATED
13. (F) AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND
14. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/26/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 2000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N380MA
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	BA237
Landing Gear Type:	Retractable - Tailwheel	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9700 lbs
Time Since Last Inspection:	45 Hours	Engines:	2 Reciprocating
Airframe Total Time:	11300 Hours	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	FITNESS MARKETING ASSOCIATION	Rated Power:	450 hp
Operator:	FITNESS MARKETING ASSOCIATION	Operating Certificate(s) Held:	

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:	Scattered / 3500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	77° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LAKEWOOD, NJ	Type of Flight Plan Filed:	None
Destination:	LAKEWOOD, NJ	Type of Clearance:	None
Departure Time:	1700	Type of Airspace:	

Airport Information

Airport:	LAKEWOOD	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	3535 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	08/13/1983
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 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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