



National Transportation Safety Board Aviation Accident Final Report

Location:	GLEN BURNIE, MD	Accident Number:	BFO89FA059
Date & Time:	07/19/1989, 0717 EDT	Registration:	N138JR
Aircraft:	BEECH E18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 5 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

SHORTLY AFTER DEPARTING FROM RUNWAY 15L AT THE BALTIMORE-WASHINGTON INTL ARPT, THE PLT TRANSMITTED THAT HE HAD AN EMERGENCY CONSISTING OF A FIRE UNDER HIS SIDE PANEL. HE RPRTD HE WAS GOING TO CIRCLE & LAND. ACCORDING TO WITNESSES, FLAMES & SMOKE WERE IN THE COCKPIT AREA. THE ACFT STARTED A GRADUAL DESCENT DURING A LEFT TURN. SUBSEQUENTLY, IT CRASHED INTO A HOUSE. AN EXAM OF THE WRECKAGE DID NOT REVEAL THE ORIGIN OF THE FIRE; HOWEVER, A CB RADIO WAS FOUND WITH EVIDENCE THAT IT MAY HAVE BEEN WIRED TO THE ACFT ELECTRICAL SYSTEM. THE OWNERS STATED THAT THE CB WAS NOT INSTALLED IN THE ACFT PRIOR TO THE PLT'S USE OF THE PLANE ON THAT FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FIRE THAT ERUPTED IN THE COCKPIT OF THE AIRCRAFT (UNDER A SIDE PANEL). RELATED FACTORS WERE: SMOKE AND FUMES IN THE COCKPIT WHICH REDUCED THE PILOT'S VISUAL PERCEPTION AND ABILITY TO SEE.

Findings

Occurrence #1: FIRE

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUSELAGE, CREW COMPARTMENT - FIRE
2. COMM/NAV EQUIPMENT, CB RADIO - IMPROPER
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

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

Findings

4. (F) FUSELAGE, CREW COMPARTMENT - SMOKE
5. VISUAL LOOKOUT - RESTRICTED
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/24/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11715 hours (Total, all aircraft), 6000 hours (Total, this make and model), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N138JR
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-41
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/27/1989, 100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	39 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12290 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	CENTRE AIRLINES, INC	Rated Power:	450 hp
Operator:	CENTRE AIRLINES	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0725 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 800 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 20° C
Precipitation and Obscuration:			
Departure Point:	BALTIMORE, MD (BWI)	Type of Flight Plan Filed:	IFR
Destination:	WINCHESTER, VA (W16)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	BALTIMORE-WASHINGTON (BWI)	Runway Surface Type:	Asphalt
Airport Elevation:	146 ft	Runway Surface Condition:	Dry
Runway Used:	33R	IFR Approach:	None
Runway Length/Width:	3199 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight and On-Ground
Ground Injuries:	1 Fatal, 5 Minor	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal, 5 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALFRED W DICKINSON	Report Date:	12/10/1990
Additional Participating Persons:	HENRY J GARBRICK; REEDSVILLE, PA JOHN WARD; WICHITA, KS ROBERT H PADGETT; WASHINGTON, DC ROBERT CURRAN; WASHINGTON, DC		
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/ .		

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