



National Transportation Safety Board Aviation Accident Final Report

Location:	FRESNO, CA	Accident Number:	LAX82FA224
Date & Time:	06/18/1982, 1856 PDT	Registration:	N74JT
Aircraft:	BEECH H-18	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

JUST AFTER LIFT-OFF FROM RWY 29R, THE ACFT BEGAN TO PITCH UP. AS THE PITCH-UP PROGRESSED, THE PLT APPLIED RIGHT AILERON & FULL RIGHT RUDDER. THE ACFT RESPONDED BY ROLLING TO THE RIGHT WITH THE NOSE FALLING THRU. SUBSEQUENTLY, THE PLT WAS ABLE TO PULL OUT BEFORE THE ACFT HIT THE GROUND. IT COLLIDED WITH A 6 FT WIRE FENCE WHICH TORE OFF THE ENGINES & CAUSED THE ACFT TO ROTATE CLOCKWISE ON THE GROUND. CARGO IN THE ACFT WAS THROWN THRU THE SIDE OF THE FUSELAGE. THE PLT EXITED THE ACFT WITHOUT INJURY. THE ACFT IMMEDIATELY BURST INTO FLAMES & THE FUSELAGE WAS BADLY BURNED. AN INVESTIGATION REVEALED THAT 2989 LBS OF FREIGHT PLUS A 359 LB MOTORCYCLE WERE BEING CARRIED BETWEEN BULKHEADS 5 & 11. THE BULKHEAD LOADS WERE LIMITED TO 450 LBS (5-8) & 300 LBS (8-10). THE MAX GROSS WEIGHT AT TAKEOFF WAS ESTIMATED TO BE 10,310 LBS. THE PLT REPORTED THAT NONE OF THE FREIGHT WAS TIED DOWN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (C) TIE DOWN - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT POSSIBLE

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

4. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/12/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3767 hours (Total, all aircraft), 2475 hours (Total, this make and model), 3636 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N74JT
Model/Series:	H-18 H-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	BA-639
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	526 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6988 Hours	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985-14B
Registered Owner:	WEST STATES AIR TAXI	Rated Power:	
Operator:	WEST STATES AIR TAXI	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FAT, 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	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	89° C / 0° C
Precipitation and Obscuration:			
Departure Point:	FRESNO, CA (FAT)	Type of Flight Plan Filed:	IFR
Destination:	LOS ANGELES, CA (LAX)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	FRESNO AIR TERMINAL (FAT)	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	29R	IFR Approach:	None
Runway Length/Width:	9218 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	06/18/1983
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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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](#).