



National Transportation Safety Board Aviation Accident Final Report

Location:	OKLAHOMA CITY, OK	Accident Number:	FTW86FA004
Date & Time:	11/05/1985, 1511 CST	Registration:	N1461G
Aircraft:	BEECH H18	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ATR PLT DEPARTING ARPT UNDER VMC EXPERIENCED FAILURE OF THE RIGHT ENG SHORTLY AFTER LIFT-OFF. THE ACFT YAWED RIGHT FOLLOWED BY A STEEP RIGHT ROLL, CONTACTING POWER LINES WITH THE RIGHT WING AND SUBSEQUENTLY IMPACTED THE GROUND. A POST-CRASH FIRE DESTROYED THE ACFT WITH THE EXCEPTION OF BOTH ENGS AND A PORTION OF THE RIGHT WING PANEL. THE ENG FAILED DUE TO LACK OF LUBRICATION TO THE IMPELLER SHAFT CAUSED BY BLOCKAGE OF OIL JET DUE TO FOD. OIL LINE FROM SCAVENGE SUMP TO SCAVENGE PUMP INLET HAD BEEN REPLACED PRIOR TO ACCIDENT. THE ACFT HAD EXPERIENCED MAINTENANCE PROBLEM (OIL LEAK) APRX 2 WEEKS PRIOR TO ACCIDENT. SOURCE OF FOD IS UNDETERMINED.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. FLUID,OIL - STARVATION
 2. ENGINE ASSEMBLY - FAILURE,TOTAL
 3. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	51, Male
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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/02/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	16000 hours (Total, all aircraft), 3000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1461G
Model/Series:	H18 H18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA637
Landing Gear Type:	Retractable - Tailwheel	Seats:	
Date/Type of Last Inspection:	11/04/1985, Annual	Certified Max Gross Wt.:	9500 lbs
Time Since Last Inspection:	6 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9660 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN-1
Registered Owner:	STARFLIGHT INC.	Rated Power:	450 hp
Operator:	STARFLIGHT INC.	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:	PWA, 1299 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1548 CST	Direction from Accident Site:	265°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 6° C
Precipitation and Obscuration:			
Departure Point:	(2EJ)	Type of Flight Plan Filed:	IFR
Destination:	LAWTON, OK (FSI)	Type of Clearance:	VFR
Departure Time:	1510 CST	Type of Airspace:	Class D

Airport Information

Airport:	EXPRESSWAY (2EJ)	Runway Surface Type:	Asphalt
Airport Elevation:	1070 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	
Runway Length/Width:	3000 ft / 70 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEAN H DAUGHERTY	Report Date:	
Additional Participating Persons:	DON LOFTIN; OKLAHOMA CITY, OK JERRY STAAB; WICHITA, KS KENNETH GARDNER; WICHITA, KS		
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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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](#).