



National Transportation Safety Board Aviation Accident Final Report

Location:	MARTINSVILLE, OH	Accident Number:	NYC91LA215
Date & Time:	08/20/1991, 0640 EDT	Registration:	N63B
Aircraft:	BEECH E18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

AFTER TAKEOFF AT 600 FEET, THE RIGHT ENGINE QUIT. THE PILOT SAID, '[THE] ALTITUDE DROPPED ABOUT 100' AND AIRSPEED AT 120 KNOTS. THE RIGHT ENGINE CAME BACK AGAIN . . . IT RAN FOR ABOUT 10 SECONDS. [I] ADJUSTED POWER ON LEFT ENGINE . . . FEATHERED RIGHT PROP AND TRIED TO MAINTAIN ALTITUDE, BUT AIRSPEED KEPT DIMINISHING, SO I HAD TO DESCEND TO MAINTAIN AIRSPEED.' THE PILOT PUT THE LANDING GEAR DOWN TO ABSORB THE SHOCK OF LANDING IN A FIELD. AN EXAMINATION REVEALED NO MALFUNCTIONS IN THE ENGINE OR CARBURETOR. THE AIRPLANE WAS WITHIN ALLOWABLE GROSS WEIGHT AND CENTER OF GRAVITY LIMITS. THE WEATHER WAS: CEILING 600 FEET BROKEN, 1500 FEET OVERCAST, VISIBILITY 3 MILES, LIGHT RAIN AND FOG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FAILURE OF ONE ENGINE FOR UNDETERMINED REASONS. ADDITIONALLY, THE HEAVY GROSS WEIGHT RESULTED IN INADEQUATE SINGLE ENGINE PERFORMANCE, WHICH LEAD TO A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) 1 ENGINE - UNDETERMINED
 2. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - INADEQUATE
 3. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
 4. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR - COLLAPSED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/17/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 1320 hours (Total, this make and model), 2635 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N63B
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	BA-119
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-985
Registered Owner:	NORTHERN AIRMOTIVE INC.	Rated Power:	450 hp
Operator:	GARY JELINEK	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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	WILMINGTON, OH (ILN)	Type of Flight Plan Filed:	IFR
Destination:	RICHMOND, VA (RIC)	Type of Clearance:	IFR
Departure Time:	0645 EDT	Type of Airspace:	

Airport Information

Airport:	WILMINGTON (ILN)	Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Charles F Leonard	Report Date:	03/31/1993
Additional Participating Persons:	ASI KEVIN KELLEY; CINCINNATI, OH		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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](#).