



National Transportation Safety Board Aviation Accident Final Report

Location:	DEL RIO, TX	Accident Number:	FTW98LA178
Date & Time:	04/08/1998, 1905 CDT	Registration:	N2083C
Aircraft:	Beech E18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot lost control of the airplane following the loss of engine power from the right engine during takeoff. The pilot stated that the engine power loss was not sudden, but rather a slow continued reduction of power. The pilot further stated that the loss of power occurred after he placed the landing gear selector in the retract position. He added that his airspeed at the time of the power loss was between V_{mc} (86 mph) and V_y (120 mph). The airplane started to roll towards the right (dead) engine as the pilot reduced the power on the left engine. The outboard portion of the right wing impacted the ground short of a taxiway. Examination of the wreckage revealed that the right engine propeller was in the feather position and the left engine was torn from the airframe. The reason for the loss of engine power was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power on the right engine for undetermined reasons, and the pilot's failure to maintain control of the airplane.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On April 8, 1998, at 1905 central daylight time, a Beech E18S twin engine airplane, N2083C, was substantially damaged following a loss of control during takeoff near Del Rio, Texas. The instrument rated commercial pilot, sole occupant of the airplane, sustained minor injuries. The airplane was owned and operated by Phillips Air Service of Del Rio, Texas, under Title 14 CFR Part 135. Visual meteorological conditions prevailed for the cargo flight for which a VFR flight plan was filed. The flight was originating at the time of the accident.

According to local authorities that responded to the accident, the pilot lost control of the airplane following the loss of engine power from the right engine during initial takeoff climb from runway 31 at the Del Rio International Airport (DRT), near Del Rio, Texas.

The pilot told the FAA inspector that the engine power loss was not sudden, but rather a slow continued reduction of power. The pilot further stated that the loss of power occurred after he placed the landing gear selector in the retract position. He added that his airspeed at the time of the power loss was between V_{mc} (86 mph) and V_y (120 mph). The 1959 vintage airplane started to roll towards the right (dead) engine after the pilot feathered the right engine and reduced the power on the left engine. The outboard portion of the right wing impacted the ground short of a taxiway. The airplane came to rest within the airport's perimeter fence.

Examination of the wreckage by the FAA inspector revealed that the right engine propeller was in the feather position and the left engine was torn from the airframe. The left wing and nose section of the airframe sustained structural damage. There was no post impact fire.

The flight's cargo manifest revealed that the airplane was loaded with 835 pounds of UPS cargo en route to the San Antonio International Airport (SAT), near San Antonio, Texas.

The reason for the loss of engine power to the right engine could not be determined.

Pilot Information

Certificate:	Commercial	Age:	53, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/04/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6800 hours (Total, all aircraft), 55 hours (Total, this make and model), 66 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2083C
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-446
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/01/1997, Annual	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	KENNETH R. PHILLIPS	Rated Power:	450 hp
Operator:	KENNETH R. PHILLIPS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	PHILLIPS AIR SERVICE	Operator Designator Code:	PCZA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	DRT, 999 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1730 CDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 3° C
Precipitation and Obscuration:			
Departure Point:	(DRT)	Type of Flight Plan Filed:	VFR
Destination:	SAN ANTONIO, TX (SAT)	Type of Clearance:	VFR
Departure Time:	1905 CDT	Type of Airspace:	Class D

Airport Information

Airport:	DEL RIO INTERNATIONAL (DRT)	Runway Surface Type:	Asphalt
Airport Elevation:	999 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	12/08/1998
Additional Participating Persons:	ROBERT VAN LOON; SAN ANTONIO, TX		
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.ntsbt.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](#).