



National Transportation Safety Board Aviation Accident Final Report

Location:	BROOKSTON, TX	Accident Number:	FTW93LA001
Date & Time:	10/01/1992, 1025 CDT	Registration:	N90460
Aircraft:	Beech D18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, THE PILOT NOTICED BLACK SMOKE TRAILING FROM THE LEFT ENGINE. SUSPECTING A FIRE, HE ELECTED TO LAND STRAIGHT AHEAD IN AN OPEN PASTURE. THE PASTURE WAS WET AND SLIGHTLY DOWNHILL MAKING BRAKING INEFFECTIVE. THE AIRPLANE STRUCK A LARGE TREE WITH THE LEFT WING, SPINNING THE AIRPLANE 180 DEG INTO A FENCE ROW. NO EVIDENCE OF AN INFLIGHT FIRE WAS FOUND ON THE LEFT ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SMOKE TRAILING FROM THE LEFT ENGINE FOR AN UNDETERMINED REASON(S). FACTORS CONTRIBUTING TO THE ACCIDENT WERE UNSUITABLE TERRAIN CONDITIONS.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) POWERPLANT - SMOKE
2. (C) POWERPLANT - UNDETERMINED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - DOWNHILL
5. (F) TERRAIN CONDITION - WET
6. OBJECT - FENCE
7. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/19/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	26000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N90460
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	937
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	09/15/1992, Annual	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:	2 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4610 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985
Registered Owner:	BURCHINAL, ISSAC N., JR.	Rated Power:	450 hp
Operator:	BURCHINAL, ISSAC N., JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	BROOKSTON, TX (40F)	Type of Flight Plan Filed:	None
Destination:	(40F)	Type of Clearance:	None
Departure Time:	1020 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	09/17/1993
Additional Participating Persons:	GREGORY S LANDER; DALLAS, 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 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](#).