



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	TERRELL, TX	<b>Accident Number:</b>	FTW86FPA13
<b>Date &amp; Time:</b>	01/02/1986, 0730 CST	<b>Registration:</b>	N27Y
<b>Aircraft:</b>	BEECH E18S	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

THE PLT REPORTED THE ACFT YAWED LEFT ON TAKEOFF AND DESPITE ATTEMPTED REMEDIAL ACTION THE ACFT WOULD NOT CLEAR ODSTACLESALONG THE FLT PATH. PWR WAS REDUCED AND A STRAIGHT IN LANDING WAS MADE IN A FLD APRX 1/4 MILE NORTH OF THE RWY. A WITNESS REPORTED THE ACFT WAS STILL IN GROUND EFFECT AT A POINT APRX 3000 FT DOWN THE RWY. WITNESS CONTINUED TO STATE THE ACFT TOUCHED DOWN NEAR THE END OF THE RWY, FULL PWR WAS ADDED AND THE ACFT WAS PULLED UP IN AN ATTEMPT TO CLIMB. THE ACFT THEN MUSHED TO GROUND IMPACT IN A FIELD. INVESTIGATION REVEALED THE ACFT WAS 269 LBS OVER MAX GROSS WEIGHT AT TAKEOFF AND THE AFT CG WAS 1.7 INCHES BEHIND THE AFT DATUM LIMIT. A LINE BOY WHO REFUELED THE ACFT JUST PRIOR TO THE ATTEMPTED TAKEOFF STATED THE ACFT WAS COVERED WITH FROST.

## Probable Cause

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

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
5. (C) ROTATION - ATTEMPTED - PILOT IN COMMAND
6. (C) STALL/MUSH

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	13600 hours (Total, all aircraft), 2000 hours (Total, this make and model), 135 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N27Y
<b>Model/Series:</b>	E18S E18S	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	WAL-MART STORES, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R-985-AN14B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	ADA, OK

## Airport Information

<b>Airport:</b>	TERRELL (TRL)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4300 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JOHN R ROBERTSON

Adopted 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](mailto: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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