



Aviation Investigation Final Report

Location:	ISSAQUQH, Washington	Accident Number:	SEA84LA046
Date & Time:	January 29, 1984, 15:30 Local	Registration:	N4014B
Aircraft:	Lark Aviation IS28B2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CFI STATED THAT WHILE RETURNING TO THE AIRPORT HE ENCOUNTERED TURBULENCE. WHEN IT BECAME OBVIOUS THAT REACHING THE INTENDED AIRPORT WOULD BE MARGINAL ANOTHER LANDING FIELD WAS CHOSEN. DURING TURN TO FINAL, THE LEFT WING TIP STRUCK A POWER POLE AND THE ACFT PANCAKED INTO AN ADJACENT PASTURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND(CFI)
3. (F) WEATHER CONDITION - TURBULENCE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	57, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 3500 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lark Aviation	Registration:	N4014B
Model/Series:	IS28B2 IS28B2	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	91
Landing Gear Type:	Hull	Seats:	2
Date/Type of Last Inspection:	December 1, 1983 100 hour	Certified Max Gross Wt.:	727 lbs
Time Since Last Inspection:	16 Hrs	Engines:	Unknown
Airframe Total Time:	1322 Hrs	Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	STANLEY S. BARCLAY	Rated Power:	
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	BARCLAY SOARING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BFI, 17 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 1900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ISSAQUAH, WA (3WA1)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.49945,-121.999389(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39868>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).