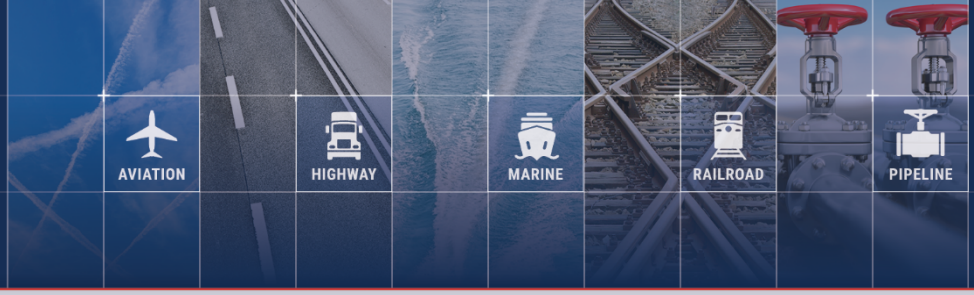

Aviation Investigation Final Report

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 RETURNSING 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.ntsb.gov/Docket?ProjectID=39868