



Aviation Investigation Final Report

Location:	WHITE CITY, Oregon	Accident Number:	SEA84LA061
Date & Time:	February 24, 1984, 16:45 Local	Registration:	N9432Y
Aircraft:	BEECH A33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CRASHED INTO TREES AFTER STALLING INTO THE GROUND DURING AN ATTEMPTED TAKEOFF FROM A SOGGY SHORT SOD AIRSTRIP. THE ACFT WAS ROTATED PREMATURELY AFTER WHICH IT STALLED AT ABOUT 40 FT AGL. THE PLT SAID HE SHOULD HAVE WALKED THE FIELD TO DETERMINE ITS CONDITION. THE ACFT HAD BEEN FUELED WITH AUTOMOTIVE FUEL.

Probable Cause and Findings

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 - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
5. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. FLUID,FUEL GRADE - IMPROPER

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

8. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 6, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2364 hours (Total, all aircraft), 2364 hours (Total, this make and model), 2364 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9432Y
Model/Series:	A33 A33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CD 286
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 18, 1983 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2482 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-J
Registered Owner:	JAMES D. RODRIQUES	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MFR, 1331 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	16:57 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 1900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / 3°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	RENO, NV (RNO)	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	1400 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1400 ft / 11 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	42.390129,-122.929969(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candice

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39879>

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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](#).