



Aviation Investigation Final Report

Location:	WASCO, Oregon	Accident Number:	SEA86LA082
Date & Time:	March 25, 1986, 16:05 Local	Registration:	N54BF
Aircraft:	Socata MS894A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE ENCOUNTERED A WIND SHEAR ON FINAL. AT THE TIME OF THE ACCIDENT THE WIND WAS RECORDED TO BE FROM THE SOUTH/SOUTHEAST AT TWO KNOTS WITH PEAK WINDS AT FOUR KNOTS. WHEN THE PLT NOTICED THAT HIS AIRSPEED HAD DETERIORATED TO 50 MPH, HE WENT FROM 10 DEGREES OF FLAPS TO FULL FLAPS AND ALSO ADDED FULL POWER. THE ACFT STRUCK TWO TREES BEFORE IT DESCENDED TO THE GROUND IN A NOSE LOW ATTITUDE. THE ACFT HAS NO STALL WARNING INDICATOR.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 16, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	269 hours (Total, all aircraft), 264 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N54BF
Model/Series:	MS894A MS894A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12010
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 9, 1985 100 hour	Certified Max Gross Wt.:	2425 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	823 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated	Engine Model/Series:	220
Registered Owner:	JERRY H. KIRKPATRICK	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LA GRANDE , OR (LGD)	Type of Flight Plan Filed:	None
Destination:	WASCO , OR (35S)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WASCO STATE 35S	Runway Surface Type:	Asphalt
Airport Elevation:	1459 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2700 ft / 30 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor, 1 None	Latitude, Longitude:	45.589004,-120.63018(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	JOE REDWINE; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40371

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](#).