



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | WENATCHEE, Washington | Accident Number: | SEA88LA107 |
| Date & Time: | June 8, 1988, 12:40 Local | Registration: | N7243X |
| Aircraft: | BEECH A36 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

AIRFRAME ICE WAS ACCUMULATING ON THE AIRCRAFT AT 13,000 FEET SO THE PILOT REQUESTED AN ALTITUDE OF 14,000 FEET. AT 14,000 FEET THE PILOT LOST CONTROL OF THE AIRCRAFT AND DESCENDED DOWN TO 6,500 FEET BEFORE RECOVERING. THE PILOT HAD STATED THAT HE FELT HE HAD AN AUTOPILOT FAILURE. THE AUTOPILOT WAS INSPECTED BUT NO ABNORMALITIES COULD BE DETERMINED. TOWERING CUMULUS CLOUDS WERE PRESENT AT ALL QUADRANTS NEAR THE AIRPORT AT THE TIME OF THE ACCIDENT. THE ACFT LANDED WITHOUT FURTHER DAMAGE. EXAMINATION OF THE AIRCRAFT REVEALED EXTREME BUCKLING OF THE AIRCRAFT STRUCTURE.

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 - TURBULENCE IN CLOUDS
2. (C) IN-FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
3. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

5. (C) WING - ICE

6. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT

Findings

7. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------|
| Certificate: | Private | Age: | 57, 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 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | March 14, 1988 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 2000 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------|---|-----------------|
| Aircraft Make: | BEECH | Registration: | N7243X |
| Model/Series: | A36 A36 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | E 2355 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-550-B |
| Registered Owner: | C AND S MANUFACTURING CORP. | Rated Power: | 300 Horsepower |
| Operator: | JOHN COLLINS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | EAT ,1245 ft msl | Distance from Accident Site: | 15 Nautical Miles |
| Observation Time: | 12:40 Local | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | Scattered / 3000 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | Broken / 6000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 120° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 17°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SEATTLE , WA (BFI) | Type of Flight Plan Filed: | IFR |
| Destination: | GREAT FALLS , MT (GTF) | Type of Clearance: | IFR |
| Departure Time: | 12:00 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|---|----------------------------------|------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 47.370803,-120.34967(est) |

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: RON KARR; SEATTLE, WA
NOEL KEEFER; SEATTLE, WA
LAWRENCE CATES; SEATTLE, WA

Original Publish Date: July 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40829>

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](#).