



# Aviation Investigation Final Report

<b>Location:</b>	MOXEE CITY, Washington	<b>Accident Number:</b>	SEA92FA116
<b>Date &amp; Time:</b>	June 3, 1992, 07:25 Local	<b>Registration:</b>	N736JG
<b>Aircraft:</b>	CESSNA TR182	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

## Analysis

THE AIRCRAFT WAS OBSERVED FLYING INTO A DRAW BY A WITNESS WHO WAS LOCATED APPROXIMATELY 150 FEET BELOW THE CRESTLINE INTO WHICH THE NORTH/SOUTH DRAW TERMINATED. SHE REPORTED LOOKING DOWN AND SEEING THE TOPS OF THE AIRCRAFT'S WINGS AND THEN, DURING THE AIRCRAFT'S TURN ACROSS THE DRAW, SHE REPORTED THE NOSE OF THE AIRCRAFT ABRUPTLY DROPPING JUST BEFORE GROUND IMPACT. THE WRECKAGE DISTRIBUTION INDICATED THE AIRCRAFT IMPACTED THE GROUND LEFT WINGTIP FIRST FOLLOWED BY THE NOSE, AND FINALLY CAME TO REST BEARING 050 DEGREES MAGNETIC AND 90 FEET BEYOND THE FIRST IMPACT. THE TERRAIN SLOPED UPWARDS AT A +16 DEGREE GRADIENT IN THE VICINITY OF THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S INADVERTENTLY ALLOWING THE AIRCRAFT TO STALL. A FACTOR CONTRIBUTING TO THE ACCIDENT WAS: RISING TERRAIN.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

1. (F) TERRAIN CONDITION - RISING

2. (C) STALL - INADVERTENT - PILOT IN COMMAND

-----

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 18, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4517 hours (Total, all aircraft), 4468 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N736JG
<b>Model/Series:</b>	TR182 TR182	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	R18200733
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 27, 1992 100 hour	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>	82 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1937 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-L3C5D
<b>Registered Owner:</b>	GILKERSON, R.L., & KELLY, S.Q.	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	GILKERSON, R.L., & KELLY, S.Q.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	KENNEWICK AIRCRAFT SERVICES	<b>Operator Designator Code:</b>	LCMA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	YKM ,1095 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	07:51 Local	<b>Direction from Accident Site:</b>	240°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	RICHLAND , WA (RLD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(S98 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:30 Local	<b>Type of Airspace:</b>	Restricted area

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Fatal	<b>Latitude, Longitude:</b>	46.520153,-120.199493(est)

## Administrative Information

**Investigator In Charge (IIC):** McCreary, Steven  
**Additional Participating Persons:** D. AVEY; RENTON , WA

**Original Publish Date:** September 14, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=41582>

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](#).