



Aviation Investigation Final Report

Location:	EVERETT, Washington	Accident Number:	SEA94LA220
Date & Time:	August 24, 1994, 11:46 Local	Registration:	N2371Z
Aircraft:	BEECH 23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the pilot, the aircraft began to porpoise after a bounced landing, and he lost directional control while attempting to recover. As the aircraft began to depart the runway, the pilot attempted remedial action, but was unable to keep the aircraft from exiting the runway and impacting a fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, AND HIS INADEQUATE REMEDIAL ACTION. FACTORS INCLUDE A FENCE IN THE VICINITY OF THE RUNWAY.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - FENCE

Factual Information

On August 24, 1994, at 1146 Pacific daylight time (PDT), a Beech 23, N2371Z, impacted a fence during the landing roll at Paine Field, Everett, Washington. The student pilot, who was the sole occupant, was not injured, but the aircraft sustained substantial damage. The solo instructional flight, which departed the same location about 10 minutes earlier, was operating in visual meteorological conditions at the time of the accident. No flight plan had been filed, and there was no report of an ELT activation.

According to the pilot, the aircraft began to porpoise after a bounced landing, and he lost directional control while attempting to recover. As the aircraft began to depart the runway, the pilot attempted remedial action, but was unable to keep the aircraft from exiting the runway and impacting a fence.

Although the student pilot talked to the IIC by phone immediately after the accident, he would not return future calls, and did not return the NTSB Form 6120.1/2 that was mailed to him. A second 6120.1/2 was sent by certified mail, but was not able to be delivered by the U. S. Postal Service.

Pilot Information

Certificate:	Student	Age:	27, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 23, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2371Z
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Transport; Experimental (Special)	Serial Number:	M-74
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2C
Registered Owner:	CONRAD, PETER K.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	NORTHWAY AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR;IFR;None
Departure Time:	11:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	PAINE FIELD PAE	Runway Surface Type:	Asphalt
Airport Elevation:	606 ft msl	Runway Surface Condition:	Dry
Runway Used:	34R	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.979118,-122.200187(est)

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons: DAVE LEHMAN; RENTON, WA

Original Publish Date: October 13, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=42007>

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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](#).