



# Aviation Investigation Final Report

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<b>Location:</b>	ABERDEEN, Washington	<b>Accident Number:</b>	SEA93FA039
<b>Date &amp; Time:</b>	December 13, 1992, 17:20 Local	<b>Registration:</b>	N7285R
<b>Aircraft:</b>	Beech A36	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE AIRCRAFT, WHICH WAS ON THE FINAL APPROACH SEGMENT OF A VOR/DME APPROACH, WAS SEEN JUST BELOW THE CLOUDS, AND LESS THAN 100 FEET ABOVE THE TREES ABOUT ONE TO TWO MILES BEFORE THE IMPACT POINT. THE CEILING AROUND THE TIME OF THE ACCIDENT WAS APPROXIMATELY 270 FEET LOWER THAN THE MINIMUM DESCENT ALTITUDE (MDA) FOR THE APPROACH. WITNESSES REPORTED THAT IT WAS A DARK NIGHT, AND THAT DRIZZLE AND FOG WERE BEING BLOWN THROUGH THE HILLS IN THE AREA OF THE IMPACT. WITNESSES WHO SAW THE AIRCRAFT JUST PRIOR TO THE CRASH SAID THAT THE ENGINE SOUNDS APPEARED NORMAL AND STEADY, AND THAT THE AIRCRAFT WAS FLYING NEARLY WINGS LEVEL. THE PILOT HAD TOLD THE AIR TRAFFIC CONTROLLER THAT HE INTENDED TO BREAK OUT ON THIS APPROACH, AND THEN PROCEEDED TO A NEARBY AIRPORT WHICH DID NOT HAVE A PUBLISHED INSTRUMENT PROCEDURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN PROPER ALTITUDE, AND AN INADEQUATE VISUAL LOOKOUT. FACTORS INCLUDE WEATHER BELOW APPROACH MINIMUMS, FOG, DRIZZLE, AND A DARK NIGHT.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER CONDITION - DRIZZLE/MIST
6. (F) LIGHT CONDITION - DARK NIGHT
7. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<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>	June 2, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N7285R
<b>Model/Series:</b>	A36 A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	E-636
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	May 21, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520-BA10
<b>Registered Owner:</b>	WILEE CORPORATION	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	WILEE CORPORATION	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	HQM ,15 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	16:50 Local	<b>Direction from Accident Site:</b>	235°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Overcast / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	7°C / 6°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	SILVERDALE , WA (S42 )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	OCEAN SHORES , WA (W04 )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:55 Local	<b>Type of Airspace:</b>	

## 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>	VOR/DME
<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>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	46.880798,-123.989234(est)

## Administrative Information

**Investigator In Charge (IIC):** Anderson, Orrin

**Additional Participating Persons:** DON HAMILTON; RENTON, WA  
KENNETH STERKE; WICHITA, KS  
JOHN WARD; WICHITA, KS  
SCOTT BOYLE; ARVADA, CO

**Original Publish Date:** August 26, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=42932>

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