



Aviation Investigation Final Report

Location:	SEASIDE, Oregon	Accident Number:	SEA93LA104
Date & Time:	May 11, 1993, 15:39 Local	Registration:	N435BW
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ENTERED THE AIRPORT TRAFFIC PATTERN AND INITIATED AN APPROACH TO RUNWAY 16. A WITNESS MOWING GRASS NEAR THE THRESHOLD TO RUNWAY 16 REPORTED THE WINDSOCK 'SHOWING A STRONG STEADY WIND FROM THE NORTH' AND NORTHERLY WINDS WERE CONFIRMED BY A WITNESS AT THE AIRPORT'S SOUTH END. WINDS AT NEARBY COASTAL AIRPORTS WERE CONSISTENTLY FROM THE NORTHWEST AT 12 TO 21 KNOTS DURING THE AFTERNOON OF THE ACCIDENT. THE FIRST WITNESS ALSO REPORTED OBSERVING THE AIRCRAFT FLARE 4 OR 5 TIMES IN THE LENGTH OF THE RUNWAY BEFORE IMPACTING THE ROAD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S DELAYING THE GO AROUND. FACTORS CONTRIBUTING TO THE ACCIDENT WERE TAILWINDS AND THE PILOT IN COMMAND'S MISJUDGEMENT OF WIND INFORMATION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (F) WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	56, 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:	April 13, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3101 hours (Total, all aircraft), 1255 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N435BW
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-811
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 8, 1993 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	THEODORSON, ROBERT & DOROTHY	Rated Power:	285 Horsepower
Operator:	THEODORSON, ROBERT & DOROTHY	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:	AST ,11 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALEM , OR (SLE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEASIDE MUNICIPAL 56S	Runway Surface Type:	Asphalt
Airport Elevation:	6 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2357 ft / 50 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	45.850898,-123.570564(est)

Administrative Information

Investigator In Charge (IIC): Mccreary, Steven

Additional Participating Persons: TOM WEISGERBER; HILLSBORO , OR

Original Publish Date: October 13, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=43018>

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](#).