



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NORTH BEND, OR	<b>Accident Number:</b>	SEA95FA111
<b>Date &amp; Time:</b>	06/01/1995, 1554 PDT	<b>Registration:</b>	N6877S
<b>Aircraft:</b>	AERO COMMANDER 680	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

APPROXIMATELY TWO MINUTES AFTER TAKEOFF, WITNESSES SAW THE AIRPLANE PULL UP SHARPLY INTO A STEEP CLIMB FROM UNDERNEATH AN 800-FOOT CEILING. THE AIRPLANE WENT INTO AN UNCONTROLLED, NEARLY VERTICAL DIVE AND IMPACTED INTO A RIVER. THE PILOT DID NOT HOLD MULTI-ENGINE OR INSTRUMENT RATINGS. INDIVIDUALS WHO KNEW THE PILOT, INCLUDING AN INSTRUCTOR WHO HAD FLOWN WITH HIM, STATED THAT THEY HAD DOUBTED THE PILOT'S COMPETENCE BUT THAT THE PILOT HAD BEEN CONFIDENT OF HIS OWN FLYING ABILITY.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INITIATING FLIGHT INTO WEATHER CONDITIONS BEYOND WHAT HE WAS CAPABLE OF HANDLING. THE PILOT'S OVERCONFIDENCE IN HIS PERSONAL ABILITY AND THE LOW CEILING WERE FACTORS IN THE ACCIDENT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CLIMB

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) FLIGHT INTO ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
5. LACK OF CERTIFICATION - PILOT IN COMMAND

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

### Findings

6. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1450 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N6877S
<b>Model/Series:</b>	680 680	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	CASELLA, FRANK AND ANGIE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	GSO-480-B1A6
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OTH, 14 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	18 knots / , 330°
<b>Temperature:</b>	13° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(OTH)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NORTH BEND MUNICIPAL (OTH)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): GREGG NESEMEIER Adopted Date: 01/29/1996

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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