



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CHELAN, WA	<b>Accident Number:</b>	SEA91LA226
<b>Date &amp; Time:</b>	09/01/1991, 1215 PDT	<b>Registration:</b>	N4111K
<b>Aircraft:</b>	RYAN NAVION	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

JUST AFTER TAKE OFF, THE AIRPLANE ENCOUNTERED A DOWN DRAFT. THE PILOT LOWERED THE NOSE OF THE AIRPLANE TO INCREASE AIRSPEED AND MADE A RIGHT TURN PASSING OVER BUILDINGS, HANGARS, AND THE PARKING RAMP. THE AIRPLANE COMPLETED A 360 DEGREE TURN AND THE RIGHT WING CONTACTED THE RAMP. THE PILOT WAS ABLE TO CONTINUE TO FLY THE AIRPLANE AND RETURNED FOR LANDING WITHOUT FURTHER INCIDENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR IN FLIGHT PLANNING/DECISION BY THE PILOT IN COMMAND. FACTORS TO THE ACCIDENT WERE: DOWN DRAFTS, PROPER ALIGNMENT WAS NOT MAINTAINED AND INADEQUATE REMEDIAL ACTION.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

2. TERRAIN CONDITION - RUNWAY
3. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

## Pilot Information

Certificate:	Private	Age:	25
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	135 hours (Total, all aircraft), 19 hours (Total, this make and model), 75 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	RYAN	Registration:	N4111K
Model/Series:	NAVION NAVION	Engines:	1 Reciprocating
Operator:	DONALD V. HANKS	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	13 knots / 20 knots, 280°
Temperature:	-18°C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

## Airport Information

Airport:	CHELAN (S10)	Runway Surface Type:	Asphalt
Runway Used:	2	Runway Surface Condition:	Dry
Runway Length/Width:	3539 ft / 60 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): Debra J Eckrote

Adopted Date: 05/27/1993

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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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.