



National Transportation Safety Board Aviation Accident Final Report

Location:	EMPORIA, KS	Accident Number:	MKC88LA167
Date & Time:	09/01/1988, 1015 CDT	Registration:	N257AM
Aircraft:	SWEARINGEN SA-226	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

WHILE CRUISING AT 17,000 FT, THE 1ST OFFICER'S RGT WINDOW PANEL FAILED & BLEW OUTWARD. A CABIN DECOMPRESSION OCCURRED & THE COPILOT WAS SERIOUSLY INJURED. THE CAPTAIN IMMEDIATELY DESCENDED TO 10,000 FT & CONTINUED TO THEIR DESTINATION WHERE AN OTHERWISE UNEVENTFUL LANDING WAS MADE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL

Occurrence #2: DECOMPRESSION
Phase of Operation: CRUISE

Findings

2. FUSELAGE, CABIN - DECOMPRESSION
3. EMERGENCY PROCEDURE - PERFORMED
4. PRECAUTIONARY LANDING - PERFORMED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/16/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 240 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N257AM
Model/Series:	SA-226 SA-226	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC-389
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	08/15/1988, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	113 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	16269 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed, not activated	Engine Model/Series:	TPE-331
Registered Owner:	AIR MIDWEST	Rated Power:	840 hp
Operator:	AIR MIDWEST	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCI, 1025 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	1549 CDT	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 16000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31° C / 11° C
Precipitation and Obscuration:			
Departure Point:	WICHITA, KS (ICT)	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY, MO (MCI)	Type of Clearance:	IFR
Departure Time:	0934 CDT	Type of Airspace:	Class E

Airport Information

Airport:	EMPORIA (EMP)	Runway Surface Type:	
Airport Elevation:	1206 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	09/19/1989
Additional Participating Persons:	PAUL ANTES HARRY HUNT		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).