



National Transportation Safety Board Aviation Accident Data Summary

Location:	EMPORIA, KS	Accident Number:	MKC88LA167
Date & Time:	09/01/1988, 1015 CDT	Registration:	N257AM
Aircraft:	SWEARINGEN SA-226	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

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
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Occurrence #2: DECOMPRESSION
Phase of Operation: CRUISE

Findings

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	2 Turbo Prop
Operator:	AIR MIDWEST	Engine Manufacturer:	AIRESEARCH
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TPE-331
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCI, 1025 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 260°
Temperature:	31 °C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	WICHITA, KS (ICT)	Destination:	KANSAS CITY, MO (MCI)

Airport Information

Airport:	EMPORIA (EMP)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Adopted Date:	09/19/1989
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/ .		

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.