



National Transportation Safety Board Aviation Accident Final Report

Location:	ELIZA ISLAND, WA	Accident Number:	SEA89FA001
Date & Time:	10/01/1988, 1840 PDT	Registration:	N6314F
Aircraft:	Cessna Robertson 337A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THIS CESSNA/ROBERTSON 337 WAS DEPARTING FROM A 1600 FOOT GRASS STRIP IN VFR CONDITIONS. THERE WERE GUSTING HEAD WINDS ESTIMATED AT 15 KNOTS. AT THE MIDPOINT OF THE RUNWAY THE AIRCRAFT MADE A STEEP CLIMBING LEFT TURN, STALLING AFTER ABOUT 180 DEGREES OF TURN. THE ACFT NOSE DROPPED AND THE ACFT DESCENDED VERTICALLY TO THE GROUND. WITNESSES ESTIMATED THE MAX HEIGHT GAINED WAS FROM 100-250 FT AGL. THEY DESCRIBED THE ENG NOISE AS LOUD AND CONSTANT FROM TAKEOFF UNTIL THE CRASH. THE ACFT CAME TO REST ABOUT 400 FT WEST OF THE RWY MIDPOINT IN LEVEL TERRAIN.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. (C) STALL

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

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/23/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	591 hours (Total, all aircraft), 366 hours (Total, this make and model), 511 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna Robertson	Registration:	N6314F
Model/Series:	337A 337A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	337-0314
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/01/1987, Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3243 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-360-C
Registered Owner:	EDWIN L BOND	Rated Power:	210 hp
Operator:	EDWIN L. BOND	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SEATTLE, WA (BFI)	Type of Clearance:	None
Departure Time:	1840 PDT	Type of Airspace:	Class G

Airport Information

Airport:	ELIZA	Runway Surface Type:	Grass/turf
Airport Elevation:	12 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	1600 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	R K MCGUIRE	Report Date:	09/25/1989
Additional Participating Persons:	KEN ZIEMER; SEATTLE, WA		
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](#).