



National Transportation Safety Board Aviation Accident Final Report

Location:	ARLINGTON, WA	Accident Number:	SEA89FA021
Date & Time:	12/02/1988, 1735 PST	Registration:	N2706F
Aircraft:	CESSNA 335	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

DRG A NGT ARR, THE PLT WAS VECTORED FOR A LOC RWY 34 APCH. AFTER RCHG THE FINAL APCH FIX/OUTER MARKER (OM), HE WAS CLRD FOR THE APCH. ABT 5 OR 6 MIN LATER, THE ATC CTLR NOTICED THE ACFT WAS APRX 7 MI NW OF THE ARPT, CLIMBING ABV 3000' MSL. MISSED APCH PROCEDURE WAS TO MAKE A LEFT CLIMBING TURN TO 2000', PROCEED BACK TO THE OM & HOLD. WHEN QUERIED, THE PLT SAID THAT HE DID NOT SEE THE RWY. HE REQUESTED ANOTHER APCH & WAS VECTORED BACK TO THE OM, THEN WAS CLRD FOR A 2ND APCH. WITNESSES SAW THE ACFT MAKE A LOW PASS OVER THE RWY AT APRX 150' AGL. THE ARPT ELEV WAS 137'. MIN DSCNT ALT (MDA) FOR THE APCH WAS 600' MSL (900' FOR CIRCLING APCH). AFTER THE LOW PASS, THE ACFT ENTERED A RGT TURN TO THE EAST. (THERE WAS A WELL LIT INDUSTRIAL AREA APRX 1/2 MI EAST OF THE ARPT.) SUBSEQUENTLY, THE ACFT STRUCK TREES & CRASHED AT AN ELEV OF ABT 329. IT CRASHED APRX 2 MI EAST OF THE ARPT WHILE IN A RGT BANK & HDG 117 DEG. ABT 17 MI SOUTH AT EVERETT, THE 1645 WX WAS 100' OBSCD, 1/8 MI VIS WITH FOG; AT 1745, THE EVERETT WX WAS PTLY OBSCD, 5000' SCAT, 1-1/2 MI VIS WITH FOG.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - FOG
 4. (F) WEATHER CONDITION - OBSCURATION
 5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 8. (F) OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/16/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1211 hours (Total, all aircraft), 18 hours (Total, this make and model), 1059 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2706F
Model/Series:	335 335	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3350016
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/18/1988, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	18 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1340 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-EB
Registered Owner:	BUSH IN	Rated Power:	300 hp
Operator:	CHARLES W. GARTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAE, 603 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1645 PST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6° C / 5° C
Precipitation and Obscuration:			
Departure Point:	KELSO, WA (KLS)	Type of Flight Plan Filed:	IFR
Destination:	ARLINGTON, WA (S88)	Type of Clearance:	IFR
Departure Time:	1625 PST	Type of Airspace:	Class G

Airport Information

Airport:	ARLINGTON MUNI (S88)	Runway Surface Type:	
Airport Elevation:	137 ft	Runway Surface Condition:	
Runway Used:	34	IFR Approach:	Localizer Only
Runway Length/Width:	5333 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	11/28/1989
Additional Participating Persons:	ED DUCHNOWSKI; SEATTLE, WA BOB WHITE; WICHITA, KS MIKE GRIMES; LANCASTER, CA		
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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