



National Transportation Safety Board Aviation Accident Data Summary

Location:	ARLINGTON, WA	Accident Number:	SEA89FA021
Date & Time:	12/02/1988, 1735 PST	Registration:	N2706F
Aircraft:	CESSNA 335	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

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)

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

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	CHARLES W. GARTON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-EB
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAE, 603 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 10°
Temperature:	6° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	KELSO, WA (KLS)	Destination:	ARLINGTON, WA (S88)

Airport Information

Airport:	ARLINGTON MUNI (S88)	Runway Surface Type:	
Runway Used:	34	Runway Surface Condition:	
Runway Length/Width:	5333 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRENTISS E MANGUM Adopted Date: 11/28/1989

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/>.

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