



National Transportation Safety Board Aviation Accident Final Report

Location:	MISSING, ID	Accident Number:	SEA89FAMS2
Date & Time:	09/01/1989, 0000	Registration:	N62JE
Aircraft:	Evans Aircraft WITTMAN TAILWIND W10	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A CROSS COUNTRY FLIGHT THE AIRPLANE IS PRESUMED TO HAVE BEEN INVOLVED IN AN ACCIDENT AS IT DID NOT REACH ITS FINAL DESTINATION. A SEARCH OF THE AREA DID NOT LOCATE THE AIRPLANE AND IS STILL MISSING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THIS ACCIDENT IS UNDETERMINED UNTIL THE AIRPLANE IS FOUND.

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/30/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Evans Aircraft	Registration:	N62JE
Model/Series:	WITTMAN TAILWIND W10 WITTMAN TA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	448
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:		Engine Model/Series:	UNKNOWN
Registered Owner:	JERVISS, STANLEY L	Rated Power:	
Operator:	JERVISS, STANLEY L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	27U, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1345 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 6500 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / 3° C
Precipitation and Obscuration:			
Departure Point:	SALMON, ID (SMN)	Type of Flight Plan Filed:	None
Destination:	MCCALL, ID (MYL)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	06/25/1992
Additional Participating Persons:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).