



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Rockland, ME	<b>Accident Number:</b>	ERA16LA137
<b>Date &amp; Time:</b>	03/02/2016, 0800 EST	<b>Registration:</b>	N198WA
<b>Aircraft:</b>	BEECH 99	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The commercial pilot was conducting a nonscheduled cargo flight. The pilot reported that, as the airplane was descending on an instrument approach, it encountered continuous light-to-moderate turbulence. As the airplane descended through about 2,000 ft mean sea level at an airspeed of 130 knots, it encountered severe turbulence, and the pilot subsequently executed a missed approach and chose to divert to an alternate airport. The airplane continued to encounter light-to-moderate turbulence en route to the alternate airport, and the pilot landed the airplane uneventfully.

Postaccident examination of the airplane revealed that the airframe had sustained substantial damage during the flight. Although there were multiple AIRMETS for widespread moderate turbulence and low-level windshear, there were no pilot reports of, nor SIGMETs forecasting, severe turbulence at the time the pilot received her preflight weather briefing.

## Flight Events

Approach-IFR final approach - Turbulence encounter

## Probable Cause

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

The airplane's encounter with isolated severe turbulence, which resulted in substantial airframe damage.

## Findings

Environmental issues-Conditions/weather/phenomena-Turbulence-Clear air turbulence-Effect on equipment - C

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3600 hours (Total, all aircraft), 2784 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N198WA
<b>Model/Series:</b>	99 A	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	Wiggins Airways INC	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	PT6A-27
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KRKD, 47 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / 30 knots, 150°
<b>Temperature:</b>	8° C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>	Moderate - Mist		
<b>Departure Point:</b>	MANCHESTER, NH (MHT)	<b>Destination:</b>	ROCKLAND, ME (RKD)

## Airport Information

<b>Airport:</b>	KNOX COUNTY RGNL (RKD)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	44.060000, -69.099167 (est)		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daniel P Boggs	<b>Adopted Date:</b>	02/13/2017
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92875">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92875</a>		

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

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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.