



National Transportation Safety Board Aviation Accident Final Report

Location:	EPHRATA, WA	Accident Number:	SEA84FA023
Date & Time:	11/26/1983, 1411 PST	Registration:	N98567
Aircraft:	CESSNA 304A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE ACFT COLLIDED WITH A HILLTOP DURING A MISSED APPROACH IN IMC WEATHER. THE ACFT WAS ON AN IFR FLT PLAN. THE PLT STATED VISUAL CONTACT WAS EST AT ABOUT 2000 FT MSL BUT GROUND FEATURES WERE MASKED IN SNOW. WHEN THE PLT DID NOT SEE THE AIRPORT AT THE PROPER TIME HE COMMENCED A MISSED APPROACH AND THE ACFT STRUCK THE GROUND. INVESTIGATION REVEALED THAT THE OBS(VOR COURSE INDICATOR) WAS SET ON 222 DEGREES INSTEAD OF 202 DEGREES FOR THE PUBLISHED INBOUND HEADING. THE RESULTANT COURSE PASSED DIRECTLY OVER THE ACCIDENT SITE. THE ACFT WAS NOT OBSERVED ON RADAR BECAUSE OF ITS LOW ALT.

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: MISSED APPROACH (IFR)

Findings

1. (C) PROCEDURES/DIRECTIVES - INACCURATE - PILOT IN COMMAND
2. (C) IFR PROCEDURE - INACCURATE - PILOT IN COMMAND
3. (C) EQUIPMENT, OTHER - NOT CORRECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/28/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4948 hours (Total, all aircraft), 1590 hours (Total, this make and model), 4783 hours (Pilot In Command, all aircraft), 440 hours (Last 90 days, all aircraft), 170 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N98567
Model/Series:	304A 304A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0036
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/16/1983, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	57 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1951 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TS10-520-N
Registered Owner:	THE PACIFIC INSTITUTE INC.	Rated Power:	310 hp
Operator:	THE PACIFIC INSTITUTE INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EPH, 1272 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1345 PST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SEATTLE, WA (BFI)	Type of Flight Plan Filed:	IFR
Destination:	TWISP, WA (2SO)	Type of Clearance:	IFR
Departure Time:	1228 PST	Type of Airspace:	Class E

Airport Information

Airport:	EPHRATA (EPH)	Runway Surface Type:	Asphalt
Airport Elevation:	1272 ft	Runway Surface Condition:	Wet
Runway Used:	29	IFR Approach:	VOR
Runway Length/Width:	7300 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	H. D DAILY	Report Date:	
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 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](#).