



National Transportation Safety Board Aviation Accident Final Report

Location:	GOLD BEACH, OR	Accident Number:	SEA89FA154
Date & Time:	08/21/1989, 1250 PDT	Registration:	N255T
Aircraft:	BEECH C90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

WITNESSES HEARD THE AIRPLANE CIRCLE TWICE BEFORE THE APPROACH. A FOG BANK HAD JUST ROLLED INTO THE AREA AND VISIBILITY WAS REDUCED TO APPRX 1 MILE WITH THE BASES AT 200 TO 300 FEET. THE AIRPLANE WAS OBSERVED EMERGING FROM THE FOG IN A STEEP LEFT TURN AND DESCENDING RAPIDLY; RIGHT OF CENTER LINE, ON A ONE MILE FINAL. THE LEFT BANK ANGLE INCREASED TO NEAR 90 DEGREES WHEN THE NOSE DIPPED DOWN AND THE AIRPLANE COLLIDED WITH A PARKED VEHICLE 150 FEET RIGHT OF CENTERLINE AND 50 FEET SHORT OF THE RUNWAY. UNICOM NOT MANNED. NO RADIO IN AMBULANCE ON GROUND. BASIC WEATHER DATA SHOWN FROM NORTH BEND, 60 MILES NORTH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO INITIATE A GO-AROUND AFTER EMERGING FROM A FOG BANK ON A SHORT FINAL WHICH RESULTED IN INADEQUATE AIRSPEED AND A STALL. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S POOR JUDGEMENT IN ATTEMPTING THE VFR APPROACH IN IMC CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
3. (F) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
6. (C) STALL - INADVERTENT - PILOT IN COMMAND
7. AIR/GROUND COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

8. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/02/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4082 hours (Total, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N25ST
Model/Series:	C90 C90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-507
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	05/10/1989, Continuous Airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	6663 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	MCGLONE, ERNIE R	Rated Power:	550 hp
Operator:	MERCY FLIGHT	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OTH, 14 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	1250 PDT	Direction from Accident Site:	349°
Lowest Cloud Condition:	Scattered / 800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 17° C
Precipitation and Obscuration:			
Departure Point:	MEDFORD, OR (MFR)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1220 PDT	Type of Airspace:	Class G

Airport Information

Airport:	GOLD BEACH (4S1)	Runway Surface Type:	Dirt
Airport Elevation:	18 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3200 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	01/23/1992
Additional Participating Persons:	JERRY BAAS; HILLSBORO, OR DEAN THOMPSON; WICHITA, KS		
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](#).