



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	EAST SOUND, WA	<b>Accident Number:</b>	SEA89FA006
<b>Date &amp; Time:</b>	10/04/1988, 0952 PDT	<b>Registration:</b>	N803BA
<b>Aircraft:</b>	BEECH B-99A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Scheduled

---

## Analysis

THE CREW ELECTED TO DEPART THE AIRPORT UNDER A SPECIAL VFR CLEARANCE. WX AT THE DEPARTURE AIRPORT WAS 700 FT OVC WITH VISIBILITY 1 AND 1/4 MILES. THE DESTINATION AIRPORT WAS WITHIN 25 NAUTICAL MILES OF THE DEPARTURE AIRPORT AND WAS REPORTING A BKN CEILING OF 6 TO 800 FT AND 3 MILES VISIBILITY. THE CREW WAS IN THE PROCESS OF OBTAINING AN IFR CLEARANCE WHEN THE PILOT ON THE CONTROLS OBSERVED TREES IN THE FLIGHT PATH. THE AIRCRAFT COLLIDED WITH TREES DURING A CLIMBING RIGHT TURN. THE CREW SUBSEQUENTLY OBTAINED AN IFR CLEARANCE AND RETURNED TO THE DEPARTURE AIRPORT UNEVENTFULLY.

## 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 OBJECT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. (F) VISUAL LOOKOUT - NOT POSSIBLE
6. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - COPILOT/SECOND PILOT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	07/26/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4320 hours (Total, all aircraft), 500 hours (Total, this make and model), 3668 hours (Pilot In Command, all aircraft), 247 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	BEECH	<b>Registration:</b>	N803BA
<b>Model/Series:</b>	B-99A B-99A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U-133
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	17
<b>Date/Type of Last Inspection:</b>	09/18/1988, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	10900 lbs
<b>Time Since Last Inspection:</b>	62 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	27745 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-27
<b>Registered Owner:</b>	BEECHCRAFT ACCEPTANCE CORP.	<b>Rated Power:</b>	680 hp
<b>Operator:</b>		<b>Air Carrier Operating Certificate:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	SAN JUAN AIRLINES	<b>Operator Designator Code:</b>	X5

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BLI, 158 ft msl	Observation Time:	0950 PDT
Distance from Accident Site:	18 Nautical Miles	Direction from Accident Site:	20°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Temperature/Dew Point:	13°C / 12°C
Lowest Ceiling:	Overcast / 700 ft agl	Visibility	1 Miles
Wind Speed/Gusts, Direction:	3 knots, 90°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	BELLINGHAM, WA (BLI)	Type of Flight Plan Filed:	Company VFR
Destination:	ORCAS ISLAND, WA (ORS)	Type of Clearance:	Special VFR
Departure Time:	0945 PDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Adopted Date:	08/08/1989
Additional Participating Persons:	MARY HOY; SEATTLE, WA WILLIAM REICHARDT; SEATTLE, WA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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 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.