



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	EVERETT, WA	<b>Accident Number:</b>	SEA00LA036
<b>Date &amp; Time:</b>	01/10/2000, 2024 PST	<b>Registration:</b>	N1827M
<b>Aircraft:</b>	Beech D18S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Analysis

The pilot reported that the start, taxi and run-up were normal. The engines were producing full power for the takeoff ground roll. The pilot stated that the airplane lifted off and attained an altitude of approximately five feet when it began to bank and roll to the left. The pilot applied corrective action, however, the airplane would not respond. The pilot elected to abort the take off and reduced engine power. The airplane touched down in the soft dirt/grass next to the runway. The main landing gear collapsed and the airplane slid to a stop. The pilot reported that there was no indication of a mechanical failure or malfunction with the engines. An FAA inspector verified flight control continuity with no abnormalities noted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of aircraft control during initial climb for undetermined reasons.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

3. TERRAIN CONDITION - DITCH

## Factual Information

On January 10, 2000, at 2024 Pacific standard time, a Beech D18S, N1827M, registered to Comanche Air Inc., operated by Methow Aviation, collided with the ground shortly after the pilot aborted the takeoff from Paine Field, Everett, Washington. Instrument meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 positioning flight. The aircraft was substantially damaged and the airline transport pilot, the sole occupant, was not injured. The flight was departing for Burlington, Washington.

During a telephone interview and subsequent written statement, the pilot reported that the start, taxi, and run-up were normal. The takeoff ground roll began at taxiway A7 on runway 34L. The pilot reported that the airplane lifted off and attained an altitude of about five feet, when it began to "bank and turn to the left." The pilot applied corrective action, however, the airplane would not respond. The pilot opted to abort the takeoff and reduced power. The airplane touched down in the soft dirt/grass on the west side of the runway. During the ground roll, the left main landing gear separated as the aircraft traveled over a drainage ditch where the right main landing gear separated on the opposite side. The airplane then slid to a stop after turning approximately 180 degrees to the left.

During the telephone interview, the pilot reported that there was no indication of a mechanical failure or malfunction with the engines, and that they were producing full power.

A Federal Aviation Administration Inspector from the Seattle, Washington, Flight Standards District Office, responded to the accident site. The inspector reported that the propeller blades from both engines were bent and curled aft. Propeller "slash" marks were also noted on the pavement along the aircraft's ground path. The inspector also checked the aircraft's flight controls and verified control continuity with no abnormalities noted.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	40, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/29/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5900 hours (Total, all aircraft), 404 hours (Total, this make and model), 5750 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1827M
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	A-394
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	08/03/1999, AAIP	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	142 Hours	Engines:	2 Reciprocating
Airframe Total Time:	10429 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	COMANCHE AIR INC.	Rated Power:	450 hp
Operator:	METHOW AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	GGPA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAE, 606 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2006 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	(PAE)	Type of Flight Plan Filed:	None
Destination:	BURLINGTON, WA (75S)	Type of Clearance:	Special VFR
Departure Time:	2023 PST	Type of Airspace:	Class D

## Airport Information

Airport:	SNOHOMISH COUNTY (PAE)	Runway Surface Type:	Asphalt
Airport Elevation:	606 ft	Runway Surface Condition:	Wet
Runway Used:	34L	IFR Approach:	None
Runway Length/Width:	9010 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	01/18/2001
Additional Participating Persons:	BILL SHINN; RENTON, 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> .		

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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](#).