



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

June 15, 2020

RESPONSE NOTES

This document contains 6 embedded photos.

WPR20LA180

A. ACCIDENT

Location: Renton, Washington
Date: June 12, 2020
Aircraft: Bellanca 7KCAB, N36339
NTSB Investigator-in-Charge: Zoe Keliher

B. DETAILS OF THE INVESTIGATION

1.0 Witness Statement (Eric Gutierrez)

On June 12, 2020, at about 1020 Pacific daylight time, I was on the ramp in front of Ace Aviation at the Renton Municipal Airport in Renton, Washington conducting a preflight inspect with a flight student. I heard someone call out, “oh no, the plane is way too low.” I looked up to see a blue and white, single-engine airplane making a left turn, from the upwind of runway 16. It appeared they pilot was attempting a 180° turn back to the runway. The airplane was about 200-300 ft above ground level, the left-wing dipped aggressively during the turn then leveled out. It is my opinion, that the pilot noticed they would not make the runway and selected an off-airport area for landing. The airplane continued on a northerly heading, while descending, past my field of view and about 30 seconds later I heard the sound of impact.

I then proceeded in the direction I last observed the airplane. While approaching the accident scene, I observed a small group of people gathered around a fenced in parking area. When I looked toward the area, I saw the blue and white airplane, N36339 a Bellanca, model 7KCAB (owned by the Boeing Flight Club) in the fenced in parking area. Several police officers, where in the process of establishing a perimeter, keeping bystanders away from the accident.

2.0 Accident Site Examination

Examination of the accident site revealed that the airplane landed in a parking lot about 1700 ft east of the Renton Municipal Airport. The first identified point of contact (FIPC) with the ground was tire skid marks, about two feet in length. During the landing roll, the airplane impacted vegetation, a construction equipment container, and 2 portable construction light generators. The airplane came to rest about 100 ft from the FIPC, and the debris path was oriented on a heading of about 195°.

The fuselage exhibited impact damage with rippling of the fabric covering. The engine remained attached to the fuselage. The right wing had impact damage to the leading edge from the jury strut outboard to the wingtip. The aft lift strut was buckled at the jury strut attach point. The right-wing fuel tank was leaking near the wing root. The left wing had impact damage on the leading edge from an area in front of the fuel filler cap and extended outboard to the wingtip. The left main landing gear had collapsed and was displaced underneath the fuselage. The right horizontal stabilizer was impact damaged. A tare was observed in the fabric near the root of the horizontal stabilizer. The right elevator remained attached, however, exhibited impact damage to the outboard edge. The left horizontal was not damaged. The left elevator exhibited impact

damage to the outboard tip. The rudder remained attached to the vertical stabilator and was buckled about mid height.

The cabin area was intact. The mixture was in the full rich position. The front seat throttle was in the idle position, and the alternate air was about 1 inch aft of the full cold position. The fuel selector valve was in the off position.

3.0 Accident Photographs and Diagrams



Photo 1 - Overview of accident site (Google Earth)



Photo 2 - Overview of initial impact point and main wreckage location (Google Earth)



Photo 3 – View of the direction of travel from the airplane



Photo 4 - View of right-wing damage



Photo 5 - View of right-wing damage



Photo 6 - View of empennage damage

4.0 Record of Conversation - (Robert Guthrie) Flight Instructor

During an in-person conversation with Robert Lee Guthrie, he explained that the airplane had just come out of annual and the flight was intended to be a maintenance check out flight. Mr. Guthrie stated that they had completed one circuit in the airport traffic pattern. After performing a touch and go landing, while on the runway 16 upwind leg of the traffic pattern, about 400 ft above ground level, the engine lost power. Mr. Guthrie said that they made a left turn toward the runway, but were too low and landed in the parking lot.

Submitted by:
Eric M. Gutierrez