

TIME/DATE OF INCIDENT: 2304 UTC 1/29/2022

INCIDENT DETAILS:

2 Fatal – N9530R/BE35 – Saturday, January 29, 2022 at 3:04 p.m. PST: N9530R crashed next to Runway 34 at McNary Field (SLE) Airport, OR. ATC Services were provided by SLE FCT.

An SRT was conducted and the event was color-coded “Green” with no AJI follow-up required. These were the main findings of the SRT:

- The ATM described the traffic volume as light with routine complexity. The SLE Airport weather was wind 050 at 3 knots, visibility 10 miles, with clear skies. There were two controllers on duty at the time of the event, with one controller in the tower and the other on break. The Ground Control, Clearance Delivery, and CIC positions were combined at the Local Control position. The ATM briefed that this configuration was normal for the time of day and volume of traffic. The ATM reported that both controllers had received their pre-duty weather briefing.
- N9530R established communication with the controller and requested taxi instructions with ATIS M. The controller instructed N9530R to taxi to Runway 34. The controller then cleared N9530R for takeoff on Runway 34 and instructed them to remain in a left closed traffic pattern. Subsequently, a Position Relief Briefing took place. The relieved controller began to exit the tower to start their break. The relieving controller cleared N9530R to land on Runway 34. As N9530R was approaching the runway, the controller received a coordination call on an uninvolved inbound IFR aircraft and proceeded to write down the information. While taking the information on the inbound aircraft, the controller observed N9530R pitch up, veer to the left, and heard the aircraft impact the ground next to Runway 34. The controller attempted to contact N9530R with no response. The ATM advised that the relieved controller, who had been on break for approximately one minute, was called back to duty to manage the Ground Control and CIC duties.
- The ATM advised that the Local Control controller had utilized the prescribed radio to alert ARFF of the Alert 3. It was noted that there were other persons at the crash site from the airfield when emergency responders arrived. It was thought, initially, that those persons were occupants of N9530R, but were later determined to be uninvolved. The ATM stated that it was noted that N9530R requested takeoff instructions prior to receiving taxi instructions on initial communication with the controller. The ATM reported that they were notified of the accident approximately 10 minutes after the event occurred.

SOURCE OF INFORMATION:

SRT