

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA298

ON SCENE SUMMARY REPORT

September 8, 2024

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A. ACCIDENT

Location: Yacolt, Washington
Date: September 6, 2024
Time: 12:59 Pacific daylight time
Airplane: N53466, Boeing A75L3

B. ON SCENE SUMMARY REPORT

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C. DETAILS OF THE INVESTIGATION

1.0 History of Flight

On September 6, 2024, about 1259 Pacific daylight time, a Boeing A75L3, N53466, was substantially damaged when it was involved in an accident near Yacolt, Washington. The pilot was seriously injured, and the passenger was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The airplane landed at TDO for fuel and departed TDO as part of a flight of three, with the intention of flying to Ken Jernstedt Airfield (4S2), Hood River, Oregon. It was reported missing after it failed to arrive at 4S2, and an ALNOT was issued. The wreckage was located by a United States Coast Guard rescue helicopter and ground search and rescue teams from Skamania County Sheriff about 12 miles southeast of Yacolt, WA; approximately 25 miles NE of Portland, OR.

2.0 Accident Site

GPS Location: 45.784N/-122.174W
Elevation: 2,751ft mean sea level (msl)

Examination of the accident site revealed that the airplane came to rest in sloped, heavily wooded, mountainous terrain, in a nose low attitude. There was no evidence of pre or post impact fire (Figure 1).

The airplane came to rest at the base of an approximately 100 ft tall tree. Multiple impact scars were observed on the tree, from the base to about 50 ft high. Multiple branches from the one tree were located within and around the wreckage. No

additional trees exhibited impact scars or damage. The fuselage came to rest on an approximate heading of 110° magnetic, at about 2,751 ft msl.

All major components of the airframe, the engine, and propeller assembly were located at the accident site.



Figure 1. View of main wreckage.

3.0 Airframe

N53466, Boeing A75L3
SR#: 75-2175

The fuselage, aft of the rear cabin was intact, with bending and tears in the fabric.

The upper wings were partially attached via struts and crushed aft. The upper right wing was crushed along its entire leading edge, and the outboard half was twisted and displaced aft. The upper left wing was crushed and buckled along the entire span. The lower right wing remained partially attached via wing strut attachments with the upper right wing and was crushed aft along its leading edge. The lower left wing was separated at the wing root and located at the base of the 100 ft tall tree,

beside the main wreckage. Its wingtip was partially torn away; the leading edge remained partially intact. (Figure 2.)



Figure 2. View of main wreckage.

The left aileron was located behind the lower left wing, separated from its attachment points with crushing and buckling. The right aileron remained attached to the lower right wing at its attachment points and displayed bending in multiple places.

The empennage remained attached to the fuselage. The left horizontal stabilizer was crushed and displaced aft. The right horizontal stabilizer remained attached to the empennage and mostly undamaged. The vertical stabilizer remained attached and appeared mostly undamaged. The left elevator remained partially attached and was displaced aft. The right elevator remained attached and was mostly undamaged. The rudder remained attached to the vertical stabilizer and was mostly undamaged. (Figure 3.)



Figure 3. View of empennage.

Multiple control cables, flying wires and tube structure was cut by search and rescue personnel. Control cable continuity was established from the rudder to the aft cabin area, and from the elevator to the aft cockpit control stick control tube. Due to crush damage and terrain sloping, aileron control tube continuity was unable to be established while on site.

The forward cockpit displayed extensive crush damage; controls and instruments were inaccessible and/or unreliable. The rear cockpit remained partially intact and was mostly inaccessible on site. Controls and instruments were partially accessible. (Figure 4.)



Figure 4. View of cockpits.

Throttle: Inaccessible on site
Propeller: Inaccessible on site
Mixture: Inaccessible on site
Fuel Selector: ON
Elevator Trim: Unreliable on site
Ignition/Magnetos: BOTH
Master Switch: Inaccessible on site

The main landing gear assembly was located intact, about 75 ft downhill from the main wreckage. (Figure 5.)



Figure 5. View of landing gear assembly (courtesy of FAA).

4.0 Engine

Engine Manufacturer: Lycoming

Engine Model Number: R680

Engine Serial Number: 3733

The engine was located partially buried in recently disturbed earth, and underneath the forward fuselage. It remained partially attached to the airframe and was not accessible to examine while on site. (Figure 6.)



Figure 6. Partial view of engine beneath fuselage.

5.0 Propeller

Manufacturer: McCauley
Model: 41D5926

The airplane was equipped with a two bladed metal propeller. It was located beneath the surface, in recently disturbed dirt, underneath the partially buried engine. (Figure 7.) It was not accessible to examine while on site.



Figure 7. View of propeller blade, partially exposed after unearthing it on site.

Submitted by:

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