

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/28/2006

SEA05LA133
File No. 19280 10/19/2004 Hyak, WA Aircraft Reg No. N39TJ Time (Local): 12:00 PDT

Make/Model:	Aero Vodochody Aero. Works / L-39C	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Ivchenko / AI-25-TL	Crew	1		0		0
Aircraft Damage:	Destroyed	Pass	1		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Seattle, WA	Condition of Light:	Day
Destination:	Lewiston, ID	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	8500 Ft. AGL, Broken
		Visibility:	10.00 SM
		Wind Dir/Speed:	Variable / 003 Kts
		Temperature (°C):	13
		Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command	Age: 45	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 1800
Private; Multi-engine Land; Single-engine Land; Helicopter		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: Unk/Nr
Airplane		Total Instrument Time: Unk/Nr

During the en route climb to cruise, the pilot was cleared to 17,000 feet by the controller. About one minute later, the pilot was given a clearance to proceed direct to his ultimate destination, and at that time he gave no indication of having encountered any problem. Then about five seconds after receiving the clearance, the pilot advised Center that he had a flight control problem. About ten seconds after that, he stated that he had an in-flight emergency, and about fifteen seconds after declaring the emergency, the pilot transmitted three times in a rapid excited voice that he was "out of control." The controller was not able to make any further radio contact with the aircraft, which soon thereafter descended into the terrain at a high rate of speed. The aircraft wreckage was not found for over eight months, and when located was determined to be in over 1,000 pieces over a distance of approximately one-half mile. Due to the extent of the disintegration of the aircraft, no determination could be made as to the exact flight control malfunction that had occurred.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) FLIGHT CONTROL SYSTEM - MALFUNCTION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The loss of aircraft control during climb to cruise due to an undetermined flight control malfunction.