



INVESTIGATION NOTES

NTSB ACCIDENT NUMBER: **WPR12FA385**

AIRCRAFT REGISTRATION: N346PE

AIRCRAFT TYPE: Easton, SeaRey

ACCIDENT LOCATION: Friday Harbor, Washington

NTSB IIC: Jim Struhsaker Date: 5/21/13 Signature: Notes Approval: Agree: <input checked="" type="checkbox"/> Disagree: <input type="checkbox"/>	FAA IIC: Bill Shinn Date: Signature: Not Present Notes Approval: Agree: <input type="checkbox"/> Disagree: <input type="checkbox"/>
Party: N/A Name: Date: Signature: Notes Approval: Agree: <input type="checkbox"/> Disagree: <input type="checkbox"/>	Party: N/A Name: Date: Signature: Notes Approval: Agree: <input type="checkbox"/> Disagree: <input type="checkbox"/>

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FACTUAL NOTES / NARRATIVE

HISTORY OF FLIGHT

On August 31, 2012, about 1630 Pacific daylight time, an Easton SeaRey amateur-built experimental amphibian airplane, N346PE, sustained substantial damage when it impacted wires and terrain during approach to landing at a private airstrip near Friday Harbor, Washington. The commercial pilot, the sole occupant, was seriously injured. The pilot/owner was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the personal cross-country flight, which had originated from Eastsound, Washington, approximately 45 minutes before the accident. A flight plan had not been filed.

The owner of the airstrip stated that he observed the airplane arrive at his airstrip and circle the airstrip several times before the pilot established a traffic pattern to land to the south. The 1,200-foot-long grass airstrip had an east-west road on the north end, and the road had transmission wires paralleling it on both sides. The witness observed the airplane on short final and moments later it struck a wire on the south side of the road. The aircraft nosed over and impacted terrain inverted.

The airstrip owner reported that, at the time of the accident, the wind was from the south at 5 to 10 knots. He said that he recommends to visiting pilots that they land to the north regardless of the wind direction. The airstrip slopes down to the south, so landing north is going uphill. Also, landing north eliminates the hazard of having to fly over the transmission wires along the road on short final. The airstrip owner reported that he was unaware of the pilot's impending visit and did not have the opportunity to brief him. The airstrip owner also reported that, after the accident, he talked to a pilot at the airport in Eastsound who was present when the airplane departed on the accident flight. This pilot told the airstrip owner that he had spoken with the accident pilot and informed him of the presence of wires at the north end of the airstrip.

PERSONNEL INFORMATION

The pilot held a commercial airplane single-engine land, single-engine sea, multi-engine land, multi-engine sea and instrument rating. He also held a commercial helicopter and glider certificates. A third-class airman medical certificate was issued to the pilot on September 1, 2011. FAA records and records found in the airplane suggest that the pilot's total time was about 8,000 hours and his experience in this airplane was about 180 hours.

AIRCRAFT INFORMATION

The two seat, high wing, amphibious airplane, serial number (S/N) 1DK425C, was issued an FAA airworthiness certificate in the experimental, amateur-built category in 2008. It was powered by a Rotax 912 ULS 4-stroke engine, which was rated at 100 horsepower. The airplane was equipped with a three-bladed pusher propeller. The engine was mounted on top of the wing, facing aft.

The kit manufacturer's data sheet indicated that the maximum gross weight for the airplane was about 1,370 pounds.

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AIRPORT & METEOROLOGICAL INFORMATION

The private grass airstrip was located 270 degrees for 2 nautical miles from Friday Harbor Airport, Friday Harbor, Washington. The single grass runway was 1,200 feet long and 25 feet wide. Runway 20 featured a downhill gradient and had two sets of transmission wires at the approach end. The owner of the airstrip recommended landing up slope on runway 02 regardless of the wind direction.

When the accident occurred, the wind was from 200 degrees at 5 to 10 knots.

WRECKAGE AND IMPACT INFORMATION

An initial wreckage examination at the accident site was performed by a Federal Aviation Administration (FAA) inspector. After the airplane was moved to the pilot's hangar, a National Transportation Safety Board (NTSB) investigator examined the wreckage. The keel of the fuselage and the right main landing gear tire exhibited wire abrasion marks. Additionally, the left main landing gear leg had paint missing, which was consistent with a wire strike. No other pre-impact mechanical discrepancies were found with the airplane's airframe or engine that would have prevented normal operation.

GPS Coordinates: N48 31 30, W123 04 44

Elevation: 126 feet

The airplane was found inverted on the approach end of runway 20. The fuselage was on a magnetic heading of about 030 degrees. The airplane was mostly intact. Photo 1 was taken looking south.



Photo 1. Main wreckage looking south.

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Photo 2 was taken looking north showing the wreckage in the foreground with the transmission wires visible above it.



Photo 2. Main wreckage looking north.

As shown in figure 3, the right wing outboard half was bent and wrinkled. The forward wing strut was bent, and the right sponson was separated and found in front of the wing.



Photo 3. Right wing.

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As shown in Figure 4, the left wing had wrinkles at the root and a fence post through the tip.



Photo 4. Left wing.

As shown in Figure 5, the vertical stabilizer and rudder were bent and wrinkled.



Photo 5. Empennage.

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As shown in photo 6, the cabin area structure was split in half.

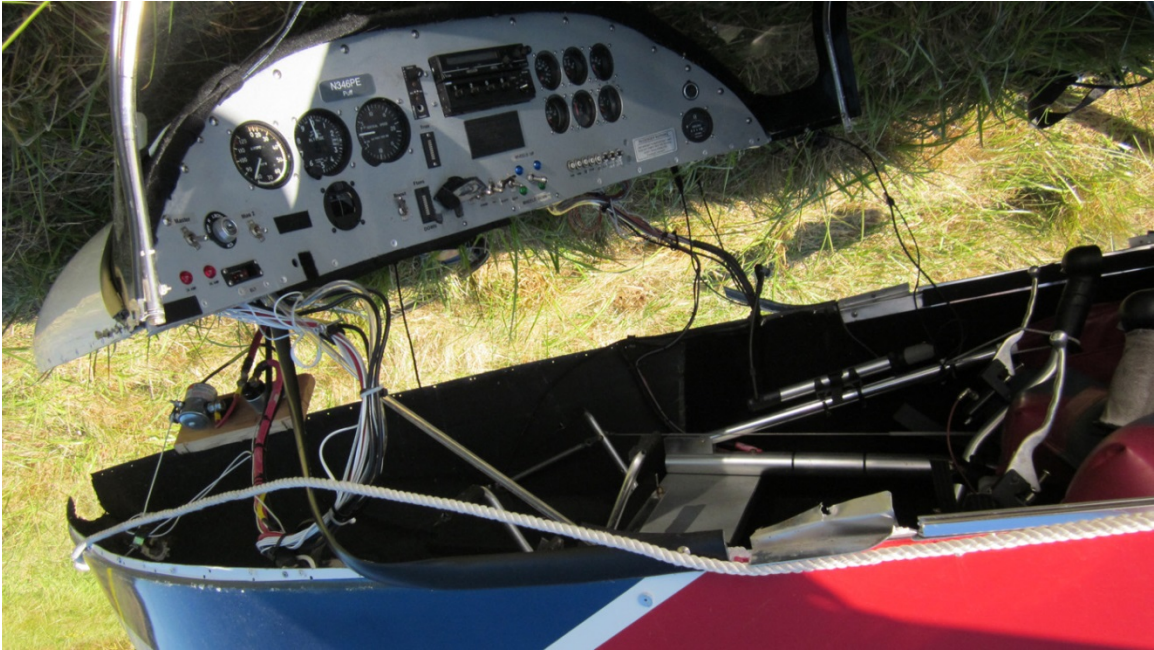


Photo 6. Cabin area damage.

As shown in photo 7, the engine remained attached to the engine mount with the propeller still attached to the crankshaft propeller flange. One propeller blade was broken.



Photo 7. Engine and propeller.

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The left main landing gear strut (photo 8), the bottom (keel) of the fuselage (photo 9), and the right main landing gear tire (photo 10) exhibited evidence of contact with wires.



Photo 8. Wire strike mark on left main landing gear strut.



Photo 9. Wire strike on the bottom of the fuselage.

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Photo 10. Right main tire.

No evidence of any preexisting mechanical anomalies that would have prevented normal operation were found during examination of the engine and airframe.