



# Aviation Investigation Factual Report

---

<b>Location:</b>	SPANAWAY, Washington	<b>Accident Number:</b>	SEA96LA059
<b>Date &amp; Time:</b>	February 18, 1996, 16:30 Local	<b>Registration:</b>	N2237P
<b>Aircraft:</b>	Piper PA-23-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Factual Information

On February 18, 1996, approximately 1630 Pacific standard time, a Piper PA-23-150 Apache, N2237P, sustained substantial damage when it went over an embankment and collided with trees during landing roll at Shady Acres Airport, Spanaway, Washington. The commercial pilot and passenger were not injured. The 14 CFR 91 flight originated at Western Airport, a private airport near McKenna, Washington. Visual meteorological conditions prevailed and no flight plan had been filed.

In his report of the accident, the pilot stated: "...approach speed 80 mph...touched down approx[imately] 1/4 way down runway. Yoke full back for aerodynamic braking. Applied full brakes at approximately mid way down runway....aircraft continued at same speed with little or no slowing. [Runway] was wet and it was raining lightly. As end of runway...approached [the pilot] could not see what lay past end of runway. Pilot exited paved runway onto grass with hopes of slowing [and] stopping [the aircraft] over a greater distance. [The aircraft] slowed and in [the pilot's] opinion was only going 10 mph when [the aircraft] went over edge...and dropped approximately 10' into trees."

The accident occurred while landing on runway 34, listed in the U. S. Government Airport/Facility Directory (A/FD) as an 1,800 by 20 foot asphalt surface. The A/FD also indicates that runway 34 has a 200-foot displaced threshold, leaving 1,600 feet available for landing. Reference to the owner's handbook for the 1959 PA-23-160 aircraft (according to FAA records, the accident aircraft was a 1956 model) indicated a landing distance of approximately 680 feet at a gross weight of 3,500 pounds, and approximately 600 feet at a gross weight of 3,200 pounds, under the following conditions: standard altitude, flaps down, and temperature 60 degrees F. The landing distance chart in the owner's handbook did not specify whether this represents dry or wet runway performance, and did not contain any correction factors for variations in runway surface conditions. Photos of the airport taken by on-scene investigators, as well as overhead photography in the 1994 Pilot's Guide to Washington Airports (Washington State Department of Transportation), showed a cleared and graded dirt/grass overrun area approximately 600 feet long off the end of runway 34, although this area slopes downward beyond the end of the runway and is therefore not visible from the runway.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 5, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2032 hours (Total, all aircraft), 1129 hours (Total, this make and model), 1892 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2237P
<b>Model/Series:</b>	PA-23-150 PA-23-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	23-846
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 15, 1995 Annual	<b>Certified Max Gross Wt.:</b>	3500 lbs
<b>Time Since Last Inspection:</b>	42 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5711 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A3B
<b>Registered Owner:</b>	DALE Q. NICHOLS	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 2000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	MCKENNA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(WA61)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SHADY ACRES WA61	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	445 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1600 ft / 20 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	47.049919,-122.360633(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nesemeier, Gregg
<b>Additional Participating Persons:</b>	RON CARR; RENTON , WA
<b>Report Date:</b>	September 1, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42337">https://data.nts.gov/Docket?ProjectID=42337</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).