



Aviation Investigation Factual Report

Location:	WALDPORT, Oregon	Accident Number:	SEA97LA138
Date & Time:	June 13, 1997, 10:30 Local	Registration:	N1438T
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On June 13, 1997, approximately 1030 Pacific daylight time, a Piper PA-28-140, N1438T, owned and operated by the pilot, collided with power lines just after takeoff from Wakonda Beach State Airport near Waldport, Oregon. The private pilot and his passenger received serious injuries, and the aircraft sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which was departing for Newport, Oregon, was being operated in visual meteorological conditions at the time of the accident. No flight plan had been filed, and the ELT, which was activated by the accident, was turned off at the scene.

According to the pilot, who had landed at the airport a number of times before, because of strong, gusty winds from the north, he landed to the north and then taxied back to the south end of the runway for a northern departure. When he reached the south end of the runway, he did not stop to make pre-takeoff performance calculations, nor did he exit the aircraft in order to evaluate the current wind conditions prior to attempting a takeoff from the 1900 foot grass airstrip. During the takeoff, the aircraft lifted off and reached a speed of 80 mph, but then entered an area of shifting/unfavorable winds. At that point, it appeared to the pilot that the aircraft was not climbing fast enough to clear the tall trees just off the north end of the runway. As he neared the end of the runway, the pilot turned about 20 degrees to the left in order to pass over an area where the trees were not as tall as the ones directly off the end of the runway. About 200 feet past the departure end of the runway, the aircraft collided with power lines running to one of private residences near the airport. Witnesses reported that at the time of the accident there were variable, gusty winds blowing from the north. The pilot estimated that the winds were as high as 20 knots.

The airstrip at which the pilot elected to land is designated as a "Warning Airport" by the Oregon State Aeronautics Division. The Oregon Airport Directory states that, "It does not conform to normal airport dimensions and standards, and it also may require special techniques and procedures to use." In the remarks section, the directory states that, "...landing to south and takeoff to north not recommended." In addition to the information published in the directory, there are signs at the airport that also warn against taking off to the north.

A post-accident inspection of the engine found no evidence of any malfunction, and after the inspection was completed, the engine was successfully test run.

Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 10, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	182 hours (Total, all aircraft), 165 hours (Total, this make and model), 124 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1438T
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7225516
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 14, 1996 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3363 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E3D
Registered Owner:	FISHER, MARK W.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OR04)	Type of Flight Plan Filed:	None
Destination:	NEWPORT (ONP)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WAKONDA BEACH STATE OR04	Runway Surface Type:	Grass/turf
Airport Elevation:	41 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	1900 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	44.450313,-123.939544(est)

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin
Additional Participating Persons: JERRY BAAS; PORTLAND , OR

Report Date: December 4, 1997

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=42629>

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](#).