



Aviation Investigation Factual Report

Location:	Rainier, Washington	Accident Number:	SEA02LA054
Date & Time:	March 14, 2002, 14:00 Local	Registration:	N8065A
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 14, 2002, about 1400 Pacific standard time, a Cessna 170B, N8065A, sustained substantial damage after colliding with trees and terrain at Taylor Airport (3WA0), a private airstrip near Rainier, Washington. The commercial pilot, the sole occupant, received minor injuries. The airplane is owned by a private party, and was being operated as a visual flight rules (VFR) personal/pleasure flight under the provisions of Title 14, CFR Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at Western Airpark, Yelm, Washington, approximately 10 minutes prior to the accident.

In a written statement, the pilot reported that as he cleared the trees on final approach, he "...eased the nose over and powered back to descend to the runway. The aircraft began to settle very fast (much more than usual), I added power, but before the power could take hold, the left wing struck a tree about 2 inches from the tip." The aircraft then collided with nearby trees as it fell to the ground, and came to rest nose down approximately 100 feet from the approach end of the runway.

At 1354, the Aviation Routine Weather Report (METAR) at Olympia, Washington (KOLM), approximately 11 nautical miles west of the accident site, reported winds 220 degrees at 11 knots, few clouds at 2900 feet, broken clouds at 4800 feet, visibility 10 statute miles, temperature 6 degrees Celsius, dew point 1 degree Celsius, and an altimeter setting of 30.23 inches.

The pilot reported no mechanical malfunctions or failure on the NTSB Pilot/Operator Aircraft Accident Report Form.

Pilot Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 5, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 1, 2001
Flight Time:	19000 hours (Total, all aircraft), 15000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8065A
Model/Series:	170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	20917
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 14, 2002 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	0.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2132.6 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	C-145-2
Registered Owner:	On file	Rated Power:	145 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOLM, 204 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Few / 2900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YELM, WA (WA72)	Type of Flight Plan Filed:	None
Destination:	RAINIER, WA (3WA0)	Type of Clearance:	None
Departure Time:	13:53 Local	Type of Airspace:	Class G

Airport Information

Airport:	Taylor Airport 3WA0	Runway Surface Type:	Grass/turf
Airport Elevation:	470 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	1600 ft / 50 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	46.900001,-122.668052

Administrative Information

Investigator In Charge (IIC):	HOGENSON, DENNIS
Additional Participating Persons:	Kevin McKee; FAA- Seattle FSDO, NM01; Renton, WA
Report Date:	April 30, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54348

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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](#).