



# Aviation Investigation Final Report

<b>Location:</b>	TENINO, Washington	<b>Accident Number:</b>	SEA83LA099
<b>Date &amp; Time:</b>	May 13, 1983, 17:00 Local	<b>Registration:</b>	N738GN
<b>Aircraft:</b>	CESSNA 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AFTER ARRIVING, THE PLT MADE SEVERAL APPROACHES TO THE RWY TO CHECK THE WIND CONDITIONS, BUT NOTICED NO WIND. HE REPORTED ESTABLISHING A FINAL APPROACH WITH AN AIRSPEED OF 57 KTS, USING FULL FLAPS. DURING THE LANDING, THE ACFT BOUNCED, AND REPORTEDLY, THE PLT SET IT DOWN WITH APRX 1000 FT OF RWY REMAINING. FULL BRAKES WERE APPLIED, BUT THE FLAPS WERE NOT RETRACTED. THE ACFT WOULD NOT STOP ON THE REMAINING RWY. THERE WAS A POWER LINE AT THE END OF THE RWY, SO THE PLT ELECTED NOT TO GO AROUND. THE ACFT CONTINUED OFF THE END OF THE RWY AND STRUCK A FENCE POST. ACCORDING TO THE OWNER'S MANUAL, THE EXPECTED LANDING ROLL WAS IN EXCESS OF 1250 FT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND

- 3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 5. (F) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

- 6. (F) OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 14, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	54 hours (Total, all aircraft), 26 hours (Total, this make and model), 33 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N738GN
<b>Model/Series:</b>	172 172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	172699667
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 20, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	52 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2872 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Registered Owner:</b>	DAVIS AIR SERVICE, INCOR.	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<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>	OLY ,205 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	165°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	55 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TOLEDO (TDO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TENINO (65WA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WISSLER'S 65WA	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	250 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1300 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	46.840396,-122.849845(est)

## Administrative Information

**Investigator In Charge (IIC):** Carrera, Candace

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=39691>

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