



Aviation Investigation Final Report

Location:	LACEY, Washington	Accident Number:	SEA92FA195
Date & Time:	September 6, 1992, 17:15 Local	Registration:	N4316
Aircraft:	SNODGRASS STARDUSTER TOO	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE STARDUSTER TOO, N4316, DEPARTED RWY 25 AT THE UNCONTROLLED ARPT CLOSELY BEHIND THE CE-170, N2620V. AFTER TAKEOFF, HE PROCEEDED STRAIGHT OUT IN A WESTERLY DIRECTION, AND THEN REAPPEARED ABOUT 1 MIN LATER TRAVELING IN THE OPPOSITE DIRECTION. HE EXECUTED A LOW LEVEL PASS OVER RWY 7 AT ABOUT 30-40 FT AGL AT AN AIRSPEED ESTIMATED BY TO BE GREATER THAN 150 MPH. HE THEN EXECUTED A RAPID PULL UP AT THE EAST END OF THE RUNWAY. ABOUT THE SAME TIME THAT THE STARDUSTER PILOT WAS BEGINNING HIS LOW PASS, THE CE-170, WHICH HAD ENTERED A LEFT CLOSED PATTERN AFTER TAKEOFF, WAS BEGINNING A CONTINUOUS 180 DEG LEFT HAND DESCENDING TURN TO THE APPROACH END OF RWY 25. APPROXIMATELY 1-2 SEC AFTER THE CESSNA ROLLED OUT ON FINAL, IT AND THE STARDUSTER, WHICH HAD JUST INITIATED ITS RAPID PULL UP, COLLIDED AT ABOUT 75-100 FT AGL. THERE IS NO EVIDENCE OF RADIO TRANSMISSIONS FROM EITHER AIRCRAFT ON ANY FREQUENCY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO SEE AND AVOID EACH OTHER.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING

Findings

1. (F) LOW PASS - PERFORMED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 27, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7250 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SNODGRASS	Registration:	N4316
Model/Series:	STARDUSTER TOO STARDUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 1992 Annual	Certified Max Gross Wt.:	1985 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	E-185
Registered Owner:	SMITH, SCOTT W.	Rated Power:	205 Horsepower
Operator:	SMITH, SCOTT W.	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:	OLM ,206 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(WA44)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:13 Local	Type of Airspace:	Class D

Airport Information

Airport:	AERO PLAZA AIRPORT WA44	Runway Surface Type:	Grass/turf
Airport Elevation:	213 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	2015 ft / 116 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

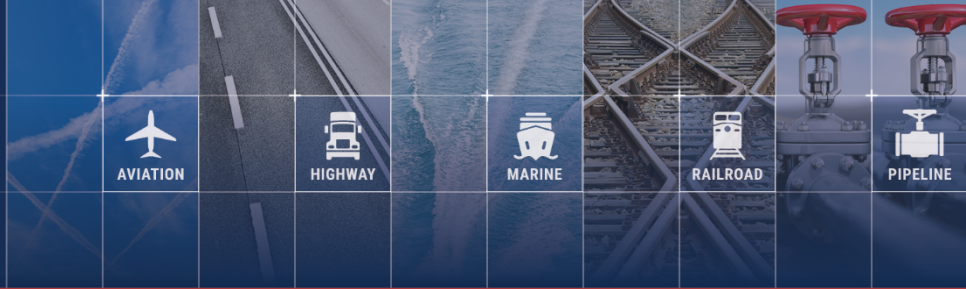
Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	47.020687,-122.79026(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	HAROLD HUTCHINS; RENTON , WA
Original Publish Date:	September 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41590

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](#).



Aviation Investigation Final Report

Location:	LACEY, Washington	Accident Number:	SEA92FA195
Date & Time:	September 6, 1992, 17:15 Local	Registration:	N2620V
Aircraft:	CESSNA 170	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE STARDUSTER TOO, N4316, DEPARTED RWY 25 AT THE UNCONTROLLED ARPT CLOSELY BEHIND THE CE-170, N2620V. AFTER TAKEOFF, HE PROCEEDED STRAIGHT OUT IN A WESTERLY DIRECTION, AND THEN REAPPEARED ABOUT 1 MIN LATER TRAVELING IN THE OPPOSITE DIRECTION. HE EXECUTED A LOW LEVEL PASS OVER RWY 7 AT ABOUT 30-40 FT AGL AT AN AIRSPEED ESTIMATED BY TO BE GREATER THAN 150 MPH. HE THEN EXECUTED A RAPID PULL UP AT THE EAST END OF THE RUNWAY. ABOUT THE SAME TIME THAT THE STARDUSTER PILOT WAS BEGINNING HIS LOW PASS, THE CE-170, WHICH HAD ENTERED A LEFT CLOSED PATTERN AFTER TAKEOFF, WAS BEGINNING A CONTINUOUS 180 DEG LEFT HAND DESCENDING TURN TO THE APPROACH END OF RWY 25. APPROXIMATELY 1-2 SEC AFTER THE CESSNA ROLLED OUT ON FINAL, IT AND THE STARDUSTER, WHICH HAD JUST INITIATED ITS RAPID PULL UP, COLLIDED AT ABOUT 75-100 FT AGL. THERE IS NO EVIDENCE OF RADIO TRANSMISSIONS FROM EITHER AIRCRAFT ON ANY FREQUENCY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO SEE AND AVOID EACH OTHER.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 1, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1350 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2620V
Model/Series:	170 170	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18130
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 4, 1992 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-145
Registered Owner:	SCOTT, WILLIAM A	Rated Power:	145 Horsepower
Operator:	SCOTT, WILLIAM A	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:13 Local	Type of Airspace:	Class D

Airport Information

Airport:	AERO PLAZA AIRPORT WA44	Runway Surface Type:	Grass/turf
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Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	47.020687,-122.79026(est)

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