



Aviation Investigation Final Report

Location:	QUILCENE, Washington	Accident Number:	SEA92LA053
Date & Time:	February 23, 1992, 11:05 Local	Registration:	N1680C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE CESSNA 180 COLLIDED WITH TREES DURING A BALKED LANDING AT A 1,300 FOOT PRIVATE AIRSTRIP. THE PILOT, WHO MADE THE DECISION TO LAND WITH A TAILWIND, ABORTED THE LANDING WHEN A GUST OF WIND CAUSED HIM TO HAVE DIFFICULTY MAINTAINING RUNWAY ALIGNMENT AFTER TOUCHDOWN. AFTER HE BECAME AIRBORNE, THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRCRAFT IMPACTED THE TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. FACTORS INCLUDE A POOR IN FLIGHT DECISION AND UNFAVORABLE/GUSTY WINDS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. OBJECT - TREE(S)

4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. (F) WEATHER CONDITION - GUSTS

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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--no waivers/lim.	Last FAA Medical Exam:	June 17, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1680C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	30380
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 19, 1991 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2387 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470J
Registered Owner:	DONALD SILSBEE	Rated Power:	225 Horsepower
Operator:	DONALD SILSBEE	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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SHELTON , WA (SHN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KIM SHAM RANCH	Runway Surface Type:	Grass/turf
Airport Elevation:	75 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1300 ft / 35 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	47.819828,-122.840286(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	CHUCK COX; RENTON , WA
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41635

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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](#).