



Aviation Investigation Final Report

Location:	YAKIMA, Washington	Accident Number:	SEA95LA215
Date & Time:	September 10, 1995, 13:08 Local	Registration:	N308RA
Aircraft:	Socata RALLYE 150 ST	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT PRIOR TO TAKEOFF HE NOTED THAT THE WIND SOCK WAS LIMP. AFTER TAKEOFF AND AT AN ALTITUDE OF ABOUT 100 FEET, THE AIRPLANE EXPERIENCED A SINK RATE THAT THE PILOT FELT THE AIRPLANE COULD NOT OUT CLIMB. THE PILOT ELECTED TO INITIATE AN OFF AIRSTRIP LANDING AND SELECTED AN OPEN FIELD. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH TREES AND ROUGH TERRAIN. THE PILOT STATED THAT A TEN KNOT WIND WAS PRESENT OVER THE RIVER NEAR THE END OF THE RUNWAY, ALONG WITH TURBULENT CONDITIONS OVER TREES AT THE DEPARTURE END.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. THE DOWNDRAFT WAS A FACTOR.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

3. (F) WEATHER CONDITION - DOWNDRAFT
4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On September 10, 1995, at 1308 Pacific daylight time, a S.O.C.A.T.A. Rallye 150 ST, N308RA, collided with the terrain shortly after takeoff from a private airstrip near Yakima, Washington. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was substantially damaged and the private pilot and his two passengers were not injured.

During a telephone interview and subsequent written statement, the pilot reported that prior to takeoff he noted that the windsock was slack. The pilot elected to take off on runway 27, and stated that the airplane climbed to approximately 100 feet then experienced a sink rate that the pilot felt the airplane could not out climb. The pilot initiated a forced landing to an open field where during the landing roll, the airplane collided with trees and rough terrain.

The pilot stated that a ten knot wind was present over the river near the end of the runway, along with turbulent conditions over trees at the departure end.

The pilot reported that there were no mechanical failures or malfunctions with the airplane at the time of the accident.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 31, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	967 hours (Total, all aircraft), 720 hours (Total, this make and model), 921 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N308RA
Model/Series:	RALLYE 150 ST RALLYE 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	2993
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 28, 1994 Annual	Certified Max Gross Wt.:	1918 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1250 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2A
Registered Owner:	MCCORMICK, ROBERT E.	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:	YKM ,1095 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	1200 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2300 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	46.75904,-120.679573(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	KEN SIMON; RENTON , WA
Original Publish Date:	December 4, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42246

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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](#).