



# Aviation Investigation Final Report

<b>Location:</b>	BATTLEGROUND, Washington	<b>Accident Number:</b>	SEA93LA066
<b>Date &amp; Time:</b>	February 16, 1993, 08:10 Local	<b>Registration:</b>	N2100V
<b>Aircraft:</b>	CESSNA 120	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT ATTEMPTED TO LAND TO THE WEST ON A 1300 FOOT TURF AIRSTRIP. THE WEST EDGE OF THE AIRSTRIP TERMINATED IN POWER LINES AND TREES ESTIMATED TO BE 80 FEET TALL. A SINGLE WHEEL TRACK WAS OBSERVED BEGINNING 405 FEET FROM THE WEST EDGE OF THE STRIP AND PROGRESSING 45 FEET. A WITNESS STATED THAT HE 'SAW THE PLANE GO UP AND OVER THE TREES' AND THEN THE AIRCRAFT 'WENT STRAIGHT UP AND STALLED' AFTER WHICH IT 'ROLLED OVER A COMPLETE 180 DEGREE TURN AND LANDED ON ITS NOSE.' THE WITNESS REPORTED STRONG WINDS AT THE TIME OF THE ACCIDENT AND SURFACE WIND OBSERVATIONS AT PORTLAND INTERNATIONAL AIRPORT 13 NAUTICAL MILES SOUTHEAST WERE FROM 090 DEGREES IN THE TEENS WITH GUSTS IN THE 30'S.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S ALLOWING THE AIRCRAFT TO ENTER A STALL/SPIN CONDITION. FACTORS CONTRIBUTING TO THE ACCIDENT WERE A TAILWIND, POWER LINES AND TREES.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - ABORTED

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) OBJECT - TREE(S)
3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 4, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1489 hours (Total, all aircraft), 1487 hours (Total, this make and model), 1489 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2100V
<b>Model/Series:</b>	120 120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14235
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 29, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	24 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2692 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12F
<b>Registered Owner:</b>	WILLS, CHARLES R.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	WILLS, CHARLES R.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	CLASSIC LOCATORS & REBUILD	<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>	PDX ,27 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	07:50 Local	<b>Direction from Accident Site:</b>	163°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots / 30 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ORCHARDS , WA (0S6 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<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>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1300 ft / 20 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	45.799465,-122.480522(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	DALE MORRIS; HILLSBORO , OR
<b>Original Publish Date:</b>	February 10, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42989">https://data.nts.gov/Docket?ProjectID=42989</a>

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