



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | RAINIER, Washington | Accident Number: | SEA99LA012 |
| Date & Time: | November 8, 1998, 10:30 Local | Registration: | N9755K |
| Aircraft: | Stinson 108-2 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

A witness stated that 'the approach appeared normal, when the plane suddenly pitched nose down into the ground and flipped.' The pilot stated to deputies that this was his first flight in the accident aircraft, and that 'he must have lost altitude more quickly than he realized, and caught the power lines.' The airplane impacted and came to rest inverted at the northwest end of the airstrip. In a written statement, the pilot noted that the runway has a displaced threshold, and that he was aiming at the green runway markers. He stated that the aircraft sank into the wires; the landing gear caught the wires and the airplane went in on the nose and flipped upside down. The pilot also noted that he may have experienced windshear.

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 clearance from objects in the approach path. Factors include the marked wires near the end of the runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) OBJECT - WIRE,STATIC(MARKED)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On November 8, 1998, approximately 1015 Pacific standard time, a Stinson 108-2, N9755K, operated as a 14 CFR part 91 personal flight, struck a power line and subsequently impacted terrain during approach to landing at the Flying B Airport, a private airport located approximately 4 nautical miles east of Rainier, Washington. The aircraft was substantially damaged. The private pilot, who was the sole occupant, received minor injuries. The pilot reported that visual meteorological conditions prevailed at the time of the accident. No flight plan was filed for the local flight, and there was no report of an ELT actuating.

The Flying B Airport has one runway, 13/31, a 2,200- by 60-foot turf-surface runway. Runway 13 is obstructed by 30-foot power lines marked with orange balls. A witness to the accident, who reported to responding Thurston County sheriff's deputies that he was watching the airplane land from the west side of Morris Road (west of the runway), stated that "the approach appeared normal, when the plane suddenly pitched nose down into the ground and flipped." The pilot reported to responding sheriff's deputies that "he [had] recently finished overhauling the plane", that this was his first flight in the accident aircraft, and that "he must have lost altitude more quickly than he realized, and caught the power lines." The airplane impacted and came to rest inverted approximately at the northwest end of the airstrip.

In a written statement, the pilot noted that the runway has a displaced threshold, and that he was aiming at the green runway markers. He stated that the aircraft sank into the wires; the landing gear caught the wires and the airplane went in on the nose and flipped upside down. He noted that he may have had a windshear problem.

Pilot Information

| | | | |
|----------------------------------|--|--|--------------|
| Certificate: | Private | Age: | 69, 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-w/ waivers/lim | Last FAA Medical Exam: | June 3, 1997 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1392 hours (Total, all aircraft), 200 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|----------------------|---------------------------------------|-----------------|
| Aircraft Make: | Stinson | Registration: | N9755K |
| Model/Series: | 108-2 108-2 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 108-2755 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | June 30, 1997 Annual | Certified Max Gross Wt.: | 2330 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 977 Hrs | Engine Manufacturer: | Franklin |
| ELT: | Installed | Engine Model/Series: | 6A4-165-B4 |
| Registered Owner: | DUANE R. FISHER | Rated Power: | 165 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: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 15 miles |
| Lowest Ceiling: | Broken / 3000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | 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: | (8WA0) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 09:45 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|-----------------|----------------------------------|------------|
| Airport: | FLYING B 8WA0 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 445 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 13 | IFR Approach: | None |
| Runway Length/Width: | 2200 ft / 60 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

| | | | |
|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 46.869178,-122.660964(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Nesemeier, Gregg |
| Additional Participating Persons: | DENNIS OVERMAN; SEATTLE , WA |
| Original Publish Date: | January 11, 2000 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=45312 |

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](#).