



# Aviation Investigation Final Report

<b>Location:</b>	Deer Park, Washington	<b>Accident Number:</b>	SEA02LA056
<b>Date &amp; Time:</b>	March 17, 2002, 15:45 Local	<b>Registration:</b>	N77301
<b>Aircraft:</b>	Cessna 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot reported that the airplane "bounced" (during a simulated crosswind landing) and directional control was lost. After the bounced landing, the airplane veered to the left (west), exited the runway and collided with a drainage ditch.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of directional control while landing. A drainage ditch was a factor.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Findings

1. (F) TERRAIN CONDITION - DITCH
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

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Occurrence #3: NOSE DOWN  
Phase of Operation: LANDING

## Factual Information

On March 17, 2002, approximately 1545 Pacific standard time, a Cessna 120 airplane, N77301, registered to Dewpoint Aviation LLC of Deer Park, Washington, and being operated by a private pilot on a 14 CFR 91 personal flight, was substantially damaged when the pilot lost directional control, went off the side of the runway and struck a ditch during landing practice on runway 34 at Deer Park, Washington. The pilot, who was the airplane's sole occupant, received minor injuries in the accident. Visual meteorological conditions with calm winds were reported at Deer Park at 1553, and no flight plan was filed for the flight.

The pilot reported that the airplane "bounced" (during a simulated crosswind landing) and directional control was lost. After the bounced landing, the airplane veered to the left (west), exited the runway and collided with a drainage ditch.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54,Female
<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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 5, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	June 11, 2001
<b>Flight Time:</b>	843 hours (Total, all aircraft), 13 hours (Total, this make and model), 618 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N77301
<b>Model/Series:</b>	120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11743
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 20, 2001 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1259 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C85-12
<b>Registered Owner:</b>	Dewpoint Aviation	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	Penelope L. Lewis	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DEW,2210 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	0 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Deer Park, WA (DEW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(DEW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Deer Park DEW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2207 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6100 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<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 Minor	<b>Latitude, Longitude:</b>	47.966667,-117.426666

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nesemeier, Gregg
<b>Additional Participating Persons:</b>	Julie D Lee; FAA - FSDO; Spokane , WA
<b>Original Publish Date:</b>	May 1, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=54449">https://data.ntsb.gov/Docket?ProjectID=54449</a>

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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](#).