



Aviation Investigation Final Report

Location:	Cook, Washington	Accident Number:	SEA02LA098
Date & Time:	June 9, 2002, 10:25 Local	Registration:	UNREG
Aircraft:	Unknown Quicksilver MX II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

At the time of the accident, the aircraft was flying as part of a group of aircraft flying from Sandy to Hermiston. One member of this group reported that the group encountered high winds several miles prior to the crash site. This group member said that he contacted the accident pilot on the radio, and that the accident pilot stated he was all right although the group member observed him gradually losing altitude. The group member stated that he flew past the accident aircraft about 30 seconds prior to the crash, then looked back and saw the accident aircraft on the ground. A witness in a motor vehicle, eastbound on Washington State Route 14 and traveling about 45 MPH at the time, reported to local law enforcement that the accident aircraft overtook her from the left (north) side of the vehicle, and then flew into the embankment "at about a 45 degree angle." This witness reported that the aircraft's ballistic recovery parachute deployed at impact. Winds at Columbia Gorge Regional/The Dalles Municipal Airport, The Dalles, Oregon, were reported as being from 310 degrees true at 22 knots, gusting to 30 knots, at 1053. A peak wind from 310 degrees true at 33 knots was reported at The Dalles at 1038. According to data found in a commercial reference source, the Quicksilver MX II cruises at 51 MPH (44 knots). An inspector from the FAA Flight Standards District Office, Hillsboro, Oregon, examined the wreckage and reported that the engine and undamaged control surfaces appeared to be operational. He stated that there was no evidence of a preexisting mechanical malfunction or failure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure to maintain aircraft control. High winds were a factor.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: UNKNOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 9, 2002, approximately 1025 Pacific daylight time, an unregistered and uncertificated Quicksilver MX II airplane, being flown by a non-certificated pilot, collided with a rock embankment along the north bank of the Columbia River near Cook, Washington. The airplane was substantially damaged and the pilot, who was the sole occupant of the two-seat aircraft, was fatally injured. The aircraft's empty weight exceeded the maximum empty weight limitation contained in 14 CFR 103, and the flight was conducted under the provisions of 14 CFR 91. Visual meteorological conditions prevailed and no flight plan had been filed for the flight from Sandy, Oregon, to Hermiston, Oregon.

At the time of the accident, the aircraft was flying as part of a group of small aircraft flying from Sandy to Hermiston. One member of this group reported that the group encountered high winds several miles prior to the crash site. This group member said that he contacted the accident pilot on the radio, and that the accident pilot stated he was all right although the group member observed him gradually losing altitude. The group member stated that he flew past the accident aircraft about 30 seconds prior to the crash, then looked back and saw the accident aircraft on the ground. A witness in a motor vehicle, eastbound on Washington State Route 14 and traveling about 45 MPH at the time, reported to local law enforcement that the accident aircraft overtook her from the left (north) side of the vehicle, and then flew into the embankment "at about a 45 degree angle." This witness reported that the aircraft's ballistic recovery parachute deployed at impact.

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Pilot Information

Certificate:	None	Age:	48,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Unknown	Registration:	UNREG
Model/Series:	Quicksilver MX II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	Unknown
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	720 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Dean R. Bartell	Rated Power:	45 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DLS,247 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	22 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	289°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	14°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandy, OR	Type of Flight Plan Filed:	None
Destination:	Hermiston, OR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	45.712223,-122.673889

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Ronald A Holloway ; FAA - FSDO; Hillsboro , OR
Original Publish Date:	May 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54878

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](#).