



National Transportation Safety Board Aviation Accident Data Summary

Location:	WALDRON ISLAND, WA	Accident Number:	SEA01LA012
Date & Time:	11/02/2000, 1155 PST	Registration:	N65923
Aircraft:	Cessna 172P	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported that upon arrival in the area of the private 2,700 foot long, gravel airstrip, he executed a descending 360-degree turn to lose altitude, and then lined up to land to the southeast under light and variable wind conditions. He reported sequentially lowering the flaps to 30 degrees on the approach and then experienced a rapid descent rate. The touchdown was reported as within the first third of the runway at 60 knots. He then applied braking but felt the aircraft was not decelerating adequately. He then applied heavier braking during which the brakes locked and the aircraft continued off the upwind end of the runway impacting trees. A commuter pilot who landed at the airstrip about one hour later reported, 'Skid marks were present in the gravel approximately the last 500 feet of the runway to where the aircraft was resting in the trees' and the airstrip was 'not for the inexperienced' pilot. The aircraft flight manual for the Cessna 172P provided a 'Short Field' landing distance planning table which showed that at sea level and a weight of 2,400 pounds (maximum gross weight) and 10 degrees Centigrade, a ground roll distance of 530 feet was expected with a total distance of 1,265 feet to clear a 50 foot obstacle. The landing criteria were based upon no wind, flaps 30 degrees, power off, and maximum braking on a level, dry, paved runway. No mechanical malfunction of the aircraft's brakes or wheels was noted following the accident.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper distance/speed during the approach, which lead to an overrun during the landing roll and subsequent collision with trees. A factor was the trees beyond the upwind end of the runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings
1. (C) DISTANCE/SPEED - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
2. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N65923
Model/Series:	172P 172P	Engines:	1 Reciprocating
Operator:	PEARSON & PEARSON LEASING	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FHR, 109 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 6500 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 10°
Temperature:	11° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	OLYMPIA, WA (OLY)	Destination:	(90WA)

Airport Information

Airport:	WALDRONAIRE AIRPORT (90WA)	Runway Surface Type:	Gravel
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	2700 ft / 300 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Steven A McCreary

Adopted Date: 07/02/2001

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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