



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Hillsboro, OR	<b>Accident Number:</b>	SEA03LA182
<b>Date &amp; Time:</b>	09/01/2003, 1115 PDT	<b>Registration:</b>	N5301W
<b>Aircraft:</b>	Pitts S-2A	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that due to the aircraft's configuration, she was unable to see the runway while on short final and in the flare. The pilot intended to land as close to the numbers as possible. The aircraft touched down short of the runway on the grassy embankment that descends below the runway elevation. The aircraft bounced onto the runway, the landing gear collapsed and the aircraft slid on its belly to a stop. A post-crash fire consumed the aircraft.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain the proper distance and altitude while on final approach which led to touching down short of the runway. The pilot's restricted visual lookout was a factor.

## Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1034 hours (Total, all aircraft), 297 hours (Total, this make and model), 978 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pitts	<b>Registration:</b>	N5301W
<b>Model/Series:</b>	S-2A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Joan G. Hill	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	AEIO-360-A1E
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HIO, 204 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	19°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Independence, OR (755)	<b>Destination:</b>	Hillsboro, OR (753)

## Airport Information

<b>Airport:</b>	Stark's Twin Oaks Airpark (753)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	02	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2465 ft / 48 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.416667, -122.933333		

## Administrative Information

Investigator In Charge (IIC): Debra J Eckrote

Adopted Date: 12/30/2003

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](mailto: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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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.