



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Blakely Island, WA	<b>Accident Number:</b>	SEA04LA001
<b>Date &amp; Time:</b>	10/02/2003, 1600 PDT	<b>Registration:</b>	N2695S
<b>Aircraft:</b>	Cessna 340	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

When the pilot took off from Roche Harbor, the ceiling was about 700 feet above the ground (AGL), and remained so along his route. When he got to Blakely Island, he found the area near the north end of the runway was covered with low-level stratus clouds. Although he desired to land on runway 19, since the clouds were near the north end of the runway, he elected to proceed to the south end of the airport and land to the north. While on short final for runway 01, the aircraft encountered an area of downdrafts. Although the pilot added power and tried to adjust the sink rate, his remedial actions were insufficient to keep the aircraft from landing very hard just off the end of the paved surface. When the aircraft contacted the terrain, the landing gear collapsed, the wings were bent upwards, and the aircraft slid onto the paved runway surface and ultimately came to a stop. According to the pilot, there did not seem to be any problems with the aircraft's engines or flight control systems. The pilot further stated that because of the known turbulent air and downdrafts off the south end of the runway, of the "several hundred" landings he has made at Blakely Island, only a few have been on runway 01.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for downdrafts on final approach resulting in an excessive descent rate on short final. Factors include downdrafts off the approach end of the selected runway, and low clouds/fog.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. (F) WEATHER CONDITION - DOWNDRAFT
  3. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
  4. (F) WEATHER CONDITION - CLOUDS
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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	6500 hours (Total, all aircraft), 3500 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2695S
<b>Model/Series:</b>	340	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Lawrence M. Elliam	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520NB
<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>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 150°
<b>Temperature:</b>	16 °C	<b>Visibility</b>	1.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Roche Harbor, WA (W39)	<b>Destination:</b>	Blakely Island, WA (38WA)

## Airport Information

<b>Airport:</b>	Blakely Island (38WA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	01	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2200 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	48.578889, -122.826389		

## Administrative Information

**Investigator In Charge (IIC):** Orrin K Anderson

**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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