



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Greenwater, WA	<b>Accident Number:</b>	SEA06CA001
<b>Date &amp; Time:</b>	10/01/2005, 1900 PDT	<b>Registration:</b>	N4175U
<b>Aircraft:</b>	Cessna 150D	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot said that soon after departure from runway 33, he inadvertently entered a fog "bank." He said that he attempted a climbing right turn to return to the clear air over the departure runway. He said that his airspeed dropped, and the aircraft stalled subsequently impacting trees and descended vertically to the mountain side. The airplane came to rest inverted bending and wrinkling both wings and the fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertently flying into IMC weather conditions, his failure to maintain sufficient airspeed for flight, and his subsequent inadvertent stall/mush into trees. Contributing factors were the fog and the trees.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - FOG
  2. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (F) OBJECT - TREE(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	05/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	12/01/2004
<b>Flight Time:</b>	1850 hours (Total, all aircraft), 0 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4175U
<b>Model/Series:</b>	150D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	15060175
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10330 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	Thomas A. Werth	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Thomas A. Werth	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	SMP, 3955 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1847 PDT	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 1600 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	4° C / 2° C
Precipitation and Obscuration:	Moderate - Partial - Fog		
Departure Point:	Greenwater, WA (21W)	Type of Flight Plan Filed:	None
Destination:	Puyallup, WA (1SO)	Type of Clearance:	None
Departure Time:	1700 PDT	Type of Airspace:	

## Airport Information

Airport:	Ranger Creek Airport (21W)	Runway Surface Type:	Asphalt
Airport Elevation:	2650 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	Unknown
Runway Length/Width:	2875 ft / 30 ft	VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	47.020833, -121.525000

## Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	01/31/2006
Additional Participating Persons:	Bill Jackson; FAA FSDO; Seattle, WA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).