



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Findings

### 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

#### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57
<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>	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 Manufacturer:</b>	Cessna	<b>Registration:</b>	N4175U
<b>Model/Series:</b>	150D	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Thomas A. Werth	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-200
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

#### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	SMP, 3955 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	
<b>Condition of Light:</b>	Dusk	<b>Wind Speed/Gusts, Direction:</b>	4 knots
<b>Temperature:</b>	4° C / 2° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	Moderate - Partial - Fog		
<b>Departure Point:</b>	Greenwater, WA (21W)	<b>Destination:</b>	Puyallup, WA (1SO)

#### Airport Information

<b>Airport:</b>	Ranger Creek Airport (21W)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2875 ft / 30 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>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	James F Struhsaker	<b>Adopted Date:</b>	01/31/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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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