



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Davenport, WA	<b>Accident Number:</b>	SEA06LA134
<b>Date &amp; Time:</b>	07/01/2006, 1530 PDT	<b>Registration:</b>	N2554
<b>Aircraft:</b>	Taylor Royal T	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The amateur-built experimental category airplane descended to ground impact while maneuvering near the destination airport during a cross-country flight. Two witnesses aboard a boat, reported that the airplane was maneuvering over the river. One of the witnesses stated the airplane had followed them for approximately two miles, at an estimated altitude of 400 feet above ground level, before turning to the south. According to the witness, the airplane appeared to be turning when "the plane did a complete nosedive. ... Straight up and down." An inspector from the Federal Aviation Administration examined the wreckage at the accident site. The inspector reported that the airplane came to rest in an open ravine, approximately 436 feet south of the airport and was destroyed by impact forces. The inspector reported that the airplane impacted terrain in a right wing down, nose low attitude. All major components of the airplane were identified at the accident site, and according to the inspector, there was no evidence of a preaccident mechanical malfunction. The airplane was equipped with dual flight controls. It could not be determined which of the two front seat pilots was seated in the left front seat, nor which one of the pilots was manipulating the flight controls when the accident occurred.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain aircraft control while maneuvering, resulting in a collision with terrain.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

2. TERRAIN CONDITION - GROUND

## Pilot Information

Certificate:	Private	Age:	74
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2000 hours (Total, all aircraft)		

## Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	160 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Taylor	Registration:	N2554
Model/Series:	Royal T	Engines:	1 Reciprocating
Operator:	Charles W. McCanna	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSKA, 2461 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 170°
Temperature:	30° C / 10° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUBURN, WA (S50)	Destination:	Davenport, WA (73WA)

## Airport Information

Airport:	7 BAYS (73WA)	Runway Surface Type:	Grass/turf
Runway Used:		Runway Surface Condition:	Dry
Runway Length/Width:	2600 ft / 60 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC): Dennis J Hogenson

Adopted Date: 04/25/2007

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 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.