



# Aviation Investigation Final Report

<b>Location:</b>	AUBURN, Washington	<b>Accident Number:</b>	SEA95LA024
<b>Date &amp; Time:</b>	December 14, 1994, 17:20 Local	<b>Registration:</b>	N8388Y
<b>Aircraft:</b>	PIPER PA-28-161	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE ON FINAL TO RUNWAY 16 THE AIRPLANE IMPACTED POWER LINES 87 FEET ABOVE GROUND AND APPROXIMATELY 1700 FEET NORTH OF THE THRESHOLD. THE PILOT REPORTED BEING BELOW THE VASI GLIDESLOPE WHILE ON FINAL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S NOT MAINTAINING CLEARANCE FROM THE POWER LINES. A FACTOR WAS THE PILOT-IN-COMMAND'S NOT MAINTAINING THE PROPER VASI GLIDESLOPE.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On December 14, 1994, approximately 1720 hours Pacific standard time (pst), a Piper PA-28-161, N8388Y, operated by Auburn Flight Services, and being flown by a private pilot, was substantially damaged during a collision with high tension power lines while on approach to runway 16 at the Auburn Municipal Airport, Auburn, Washington. The pilot was uninjured. Visual dark night meteorological conditions existed at the time, and no flight plan had been filed. The flight, which was personal, was to have been operated under 14CFR91, and originated from the Auburn airport at 1700 hours.

An FAA inspector examined the aircraft and interviewed the pilot following the accident. He reported that the aircraft impacted the lower catenary of the power lines at a point approximately 83 feet above ground and 1700 feet north of the runway threshold on the extended centerline (refer to photographs 1/2).

The pilot reported to the FAA inspector that she was low on the VASI to runway 16 during her approach and that she struck the power lines (also refer to NTSB Form 6120.1/2 attached). Following the wire strike, she maintained control of the aircraft and continued her approach to a landing on runway 16 during which the aircraft ran off the runway.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	26,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 23, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	191 hours (Total, all aircraft), 44 hours (Total, this make and model), 101 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8388Y
<b>Model/Series:</b>	PA-28-161 PA-28-161	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-8116226
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 19, 1994 100 hour	<b>Certified Max Gross Wt.:</b>	2325 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8985 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-D3G
<b>Registered Owner:</b>		<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	GICA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	SEA ,429 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	17:50 Local	<b>Direction from Accident Site:</b>	310°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 2000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C / 2°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	(S50 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AUBURN MUNICIPAL S50	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	57 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	47.310852,-122.22013(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	CHARLES COX; RENTON , WA
<b>Original Publish Date:</b>	September 24, 1995
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42090">https://data.nts.gov/Docket?ProjectID=42090</a>

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