



NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Aviation Safety
Western Pacific Region**

SITE and ON-SCENE INFORMATION

**NTSB Accident: WPR17FA215
Accident Date: September 29, 2017**

Examination Date: October 1, 2017

This document contains 12 embedded images
(Photos courtesy FAA & NTSB)

A. ACCIDENT

Location: Brinnon, Washington
Date: September 29, 2017
Aircraft: Piper PA28-140, N9549W, Serial # 28-22981
NTSB IIC: Michael Huhn

B. EXAMINATION PARTICIPANTS:

Michael Huhn
Air Safety Investigator
National Transportation Safety Board
Western Pacific Region

Rod Ziegler
Aviation Safety Inspector
Federal Aviation Administration
Seattle, Washington

Chris Melchior
Aviation Safety Inspector
Federal Aviation Administration
Seattle, Washington

C. ACCIDENT SUMMARY

On September 29, 2017, about 2213 Pacific daylight time, a Piper PA-28-140, N9549W, was destroyed when it impacted trees and terrain near Brinnon, Washington during a night cross-country flight. The student pilot received serious injuries, and the certificated flight instructor (CFI) received fatal injuries. The instructional flight was conducted in accordance with visual flight rules (VFR) under the provisions of Title 14 Code of Federal Regulations Part 91.

All components were accounted for on scene. No evidence consistent with in-flight fire or in-flight structural failure was observed.

D. SITE LOCATION INFORMATION

- The wreckage was located in heavily wooded, steep mountainous terrain
- The site location coordinates were N 47.76098, W -122.93652
- Based on the above coordinates, accident site elevation per Google Earth was about 3,075 ft
- This location was about 18nm on a bearing of 196° from OS9
 - This location was on a direct track between OS9 and SHN

E. WRECKAGE INFORMATION

- A cut tree swath was aligned on an approximate heading of 110° magnetic
- All wreckage was contained within a relatively small area; the furthest component found was located about 200 ft from the main wreckage
- The main wreckage consisted of the fuselage, engine, wings, and most of the empennage
- The fuselage was upright, but partly suspended by vegetation, such that it was in an approximate 30° airplane nose down attitude
- The fuselage heading was approximately south, and pointed approximately downslope
- The forward portion of the fuselage was significantly crushed and disrupted
- The cockpit volume was compromised by crushing in the aft direction
- The left wing was fracture-separated from the fuselage at the wing root
- The right wing was crushed in the aft direction, torn, and canted aft
- The left horizontal stabilizer and elevator were fracture separated from the fuselage, and located about 100 feet back along the tree cut swath
- All aerodynamic and flight control surfaces appeared to be present at the accident site
- Both fuel tanks were breached, and no fuel was observed at the time of the site examination.
- The nose landing gear and a wing flap were located about 200 feet back along the tree cut swath
- The engine remained attached to the fuselage
- The propeller remained attached to the engine, and both were partially embedded in the soil
- The key remained in the ignition switch, which was set to the "BOTH" position
- The cockpit fuel selector valve handle was found set to the right fuel tank
- The tachometer registered 5,495.38 hours
- The 121.5 Mhz emergency locator transmitter (ELT) was found still attached to its antenna cable, and the switch was found in the "AUTO" (armed) position
- The wreckage was recovered to a secure facility for subsequent detailed examination

F. WRECKAGE PHOTOGRAPHS



Figure 1 - Fuselage



Figure 2 - Front Fuselage



Figure 3 - Front Right Fuselage



Figure 4 - Engine



Figure 5 - Propeller



Figure 6 - Left Fuselage



Figure 7 - Aft Fuselage



Figure 8 - Damaged Trees



Figure 9 - Cockpit



Figure 10 - Left Instrument Panel



Figure 11 – Center and Right Instrument Panel



Figure 12 - ELT