



Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: May 15, 2019
Person Contacted: Mr. Neil Morrision (Pilot)
NTSB Accident Number: WPR19LA125

Narrative:

The following was copied from the accident report form that the pilot emailed to the investigator-in-charge. The narrative would not save inside of the pdf. It was necessary to copy and paste his narrative in this document.

Departed non-towered class G airport at 13:28. After normal start, taxi, runup, departed runway 27 westbound on 30-minute local flight. At 1200 MSL/AGL (over Discovery Bay), approximately 4 to 5 miles west of OS9, there was the smell of burning oil, spraying oil, and light oil smoke. There was engine vibration. Return to the departure airport was not an option. I began a left turn towards land and began slight descent with full power parallel to rugged beach (boulders, downed trees, overhanging trees). Land above shore was dense forest. Basic troubleshooting yielded no change (mags, carburetor heat, mixture, fuel selector).

Engine vibration increased to an intolerable level, power was reduced, landing commitment was made. Beach area was selected. Windscreen, face, and goggles covered with sprayed oil, forward visibility greatly reduced, downward right was the only practical view.

Turn to beach initiated, the engine seized. Rate of descent increased greatly. Attempt to align with beach between waterline and significant driftwood logs higher on the shore. Ground rush sense observed, significant stick pull required for flare. Right gear, right wing, or both hit the water. Airplane on ground upright but turned more than 90 degrees from landing direction.

Aircraft came to a rest. Magnetos off, fuel selector moved towards off (later found to not be turned fully to "off"). Calls made to front passenger. I jumped from the cockpit, possible calf injury as a result of jump. Upper wing center section compromised, blocking exit of front seat passenger. Property owner arrived within

seconds as I was obtaining phone from rear cockpit storage area. Assured that 911 was called. Front passenger found awake, coherent, with mobile hands and toes and no visible external bleeding. Complaint of left center stomach pain. In order to remove him I would have to pull him through small area, elected to await crash/fire rescue. Called museum director, provided location. Called search and rescue contact, provided location.

Tide was receding. Fuel leak existed but was not on passenger, aircraft has no electrical system, weather was cool, and therefore fire risk was weighed against possibility of causing greater injuries by removing passenger.

Assistance arrived within minutes. Scene was handed over to fire department personnel. Information was provided to fire personnel regarding fuel capacity and location, and suggestions on passenger removal (through floorboard area).

At some point, I was evaluated on the beach by rescue personnel. Basic checks okay. Later, passenger and myself transported to Seattle hospital for further care.

Aircraft recovered that evening by museum personnel.