

		NTSB ID: SEA01LA154		Aircraft Registration Number: N6755K	
		Occurrence Date: 08/12/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Chimacum	State WA	Zip Code 98363	Local Time 1442	Time Zone PDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Republic		Model/Series RC-3		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 12, 2001, approximately 1442 Pacific daylight time, a Republic RC-3, N6755K, recently purchased and being flown by an airline transport rated pilot, was substantially damaged during an in flight collision with objects during the landing flare following a loss of power and forced landing, near Chimacum, Washington. The pilot was uninjured. Visual meteorological conditions prevailed and no flight plan had been filed. The flight, which was personal, was operated under 14 CFR 91, and originated from Orcas Island, Washington, approximately 1415.</p> <p>The pilot reported that he conducted a pre-takeoff run-up including magneto and ignition checks, which were satisfactory (the aircraft's total ignition system consisted of an automotive type coil ignition and a magneto for redundancy). He then departed Orcas Island, Washington, destined for Aurora, Oregon and experienced no engine problems until just passing slightly southwest of Chimacum, Washington. He reported that at that time the engine began to run rough. He selected the "mag" position and determined the magneto was not operating. He then selected the "ignition" position and determined that although the coil ignition was operating, the engine was running rough. The roughness increased until the engine finally quit.</p> <p>The area he was traversing consisted of a channel with shallow water (low tide) and tree stumps/deadheads. He identified a dairy pasture with cattle at the east end and executed a 180-degree right turn to land to the west over flying the cattle. As he entered into the turn he noted a 1,000-foot/minute rate of descent, which was greater than he had anticipated. The landing gear had been extended and as the aircraft was maneuvered onto a short final the right main landing gear struck a cow. The aircraft yawed into a left skid, contacted the ground and skidded through a barbwire fence.</p> <p>The pilot reported that the owner of the field he landed in had operated his Cessna 177 in and out of this same field and that "...it's the only decent place to land within 5 miles radius..."</p> <p>Post crash examination by the pilot, an airframe and power plant mechanic, revealed evidence of arcing due to a direct ground of the coil lead within the coil ignition, as reported to an inspector assigned to the Federal Aviation Administration's Renton Flight Standards District Office (refer to attached Inspector's Report). A check of the ignition coil system by the owner and FAA inspector determined that the coil ignition was unable to produce a spark at any spark plug.</p> <p>After the owner and FAA inspector repaired the coil ignition system, the engine was cranked via the starter. During this evolution, the coil ignition system produced sparks at the respective spark plugs but the magneto, installed on the engine right accessory pad, failed to produce any sparks. Further examination and bench testing of the magneto by the FAA inspector confirmed the magneto had grounded internally (refer to attached Inspector's Report).</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA01LA154			
		Occurrence Date: 08/12/2001			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Republic		Model/Series RC-3		Serial Number 1043	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Amphibian; Tailwheel					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt.	3150 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Franklin	Model/Series: 6A8-215B9F	Rated Power: 215 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 06/2001	Time Since Last Inspection 5 Hours	Airframe Total Time 605 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner Sam's Aircraft Llc.		Street Address 23055 Airport Road NE, Suite 5			
		City Aurora	State OR	Zip Code 97002	
Operator of Aircraft Richardson, Gordon P.		Street Address 23055 Airport Road NE, Suite 5			
		City Aurora	State OR	Zip Code 97002	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA01LA154
	Occurrence Date: 08/12/2001
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 63
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Sex: M	Seat Occupied: Left	Occupational Pilot? Unknown	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor; Commercial; Flight Engineer

Airplane Rating(s): Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine

Current Biennial Flight Review? 08/2001

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 03/2000
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	24000	500	4200	19000	8000	15000		465	275	0
Pilot In Command(PIC)	14010	500	4200	14010	8000	9000		420	255	
Instructor	1900	30	1200	700	250	15		0	0	
Instruction Received										
Last 90 Days	147	7	147	56	39	9	10	0	0	0
Last 30 Days	56	7	56	12	11	0	10			
Last 24 Hours	0	0	0	0	0		0			

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Orcas Island	State WA	Airport Identifier	Departure Time 1415	Time Zone PDT
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Destination Aurora	State OR	Airport Identifier AUO	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Wx Information:

Unknown

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	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CLM	1453	PDT	291 Ft. MSL	30 NM	268 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.01 "Hg
Temperature: 19 °C	Dew Point: 12 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 310	Wind Speed: 5	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA01LA154

Occurrence Date: 08/12/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Steven A. McCreary

Additional Persons Participating in This Accident/Incident Investigation:

William Reichardt
FAA
Renton, WA