



National Transportation Safety Board Aviation Accident Final Report

Location:	DIXIE, ID	Accident Number:	SEA82DA136
Date & Time:	08/06/1982, 1730 MDT	Registration:	N1627U
Aircraft:	CESSNA T207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT TOOK OFF WITH 4 PASSENGERS AFTER WAITING 4 HOURS FOR THE AIR TEMPERATURE TO COOL. THE TAKEOFF SEEMED NORMAL, BUT OVER THE RIVER AT ABOUT 50 FEET AGL, THE AIRCRAFT BEGAN TO SINK. IT IMPACTED ROUGH TERRAIN ON THE FAR SIDE OF THE RIVER. THE AIRPORT ELEVATION WAS 2045 FT MSL AND THE TEMPERATURE WAS 90 DEGREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. (F) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/21/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3665 hours (Total, all aircraft), 847 hours (Total, this make and model), 3640 hours (Pilot In Command, all aircraft), 163 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1627U
Model/Series:	T207 T207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	20700227
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	24 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1679 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-G
Registered Owner:	KENNETH L. LINN	Rated Power:	300 hp
Operator:	KENNETH L. LINN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	90° C / 0° C
Precipitation and Obscuration:			
Departure Point:	DIXIE, ID (69U)	Type of Flight Plan Filed:	None
Destination:	SALMON, ID (SMN)	Type of Clearance:	None
Departure Time:	1730	Type of Airspace:	

Airport Information

Airport:	MACKAY BAR (69U)	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	1900 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	08/06/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident docket 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).