



National Transportation Safety Board Aviation Accident Final Report

Location:	MAHONEY CREEK, ID	Accident Number:	SEA82FA163
Date & Time:	09/14/1982, 1200 MDT	Registration:	N5157G
Aircraft:	de Havilland DHC-II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT WAS OBSERVED FLYING OVER THE STRIP IN WHAT APPEARED TO BE A NORMAL DOWNWIND PATTERN. IT CRASHED ABOUT 300 FT BELOW WINDY RIDGE ON THE NORTHWEST FACE. THE AUTOPSY REPORT INDICATED THE PLT HAD A "PATCHY HEALED MYOCARDIAL INFARCT" PRIOR TO THE ACCIDENT. MICROSCOPIC EXAMINATION SUPPORTED OCCLUSIVE CORONARY ARTERIOSCLEROSIS, LEFT CORONARY ARTERY. THE PLT HAD BEEN UNDER A STRESS PROGRAM & TAKING MEDICATION FOR HIGH BLOOD PRESSURE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
2. (C) INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	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:	04/22/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6000 hours (Total, all aircraft), 60 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N5157G
Model/Series:	DHC-II DHC-II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	27
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	876 Hours	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985-39A
Registered Owner:	JAMES F. SEARLES	Rated Power:	400 hp
Operator:	JAMES F. SEARLES	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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	25 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	5° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CHALLIS, ID (C)	Type of Flight Plan Filed:	None
Destination:	MAHONEY CREEK, ID (C)	Type of Clearance:	None
Departure Time:	1135	Type of Airspace:	

Airport Information

Airport:	MAHONEY CREEK USFS (43)	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	2050 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	09/14/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets 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](#).