



National Transportation Safety Board Aviation Accident Final Report

Location:	CHALLIS, ID	Accident Number:	SEA84MA016
Date & Time:	11/05/1983, 1220 MST	Registration:	N9006
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT TOOK OFF FROM THE SIMPLOT RANCH AIRSTRIP WHICH WAS LOCATED BESIDE THE MIDDLE FORK OF THE SALMON RIVER, APRX 27 MI NORTHWEST OF CHALLIS, ID. HE DEPARTED DOWNRIVER TOWARD THE NORTHEAST, BUT THE DESTINATION WAS A USFS STRIP ABOUT 7 MI UPRIVER TO THE SOUTHWEST. A COURSE REVERSAL NORMALLY WOULD HAVE BEEN MADE ABOUT 6 MI DOWNRIVER. HOWEVER, A TURN- AROUND WAS ATTEMPTED OVER A RELATIVELY SHALLOW (BENCH) AREA ON THE WEST SIDE OF THE RIVER, ABOUT 1-1/4 MI FROM THE DEPARTURE STRIP; WHERE, ACCORDING TO THE OPERATOR, IT COULD HAVE BEEN MADE UNDER IDEAL CONDITIONS. THE ACFT CRASHED IN THE BENCH AREA WHILE ON A WESTERLY HEADING. IT CAME TO REST IN AN UPRIGHT ATTITUDE WITH LITTLE EVIDENCE OF FORWARD VELOCITY, BUT WITH SEVERE VERTICAL COLLAPSE. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

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: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) TERRAIN CONDITION - HIGH TERRAIN
3. (F) TERRAIN CONDITION - RISING
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/28/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1150 hours (Total, all aircraft), 200 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N9006
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	271
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	10/01/1983, 100 Hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7590 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	JAMES F. SEARLES	Rated Power:	450 hp
Operator:	AIR UNLIMITED	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:	Unknown / 12000 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	MAHONEY CREEK, ID	Type of Clearance:	None
Departure Time:	1220	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	H. D DAILY, JR.	Report Date:	
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).