



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	MURTAUGH, ID	<b>Accident Number:</b>	SEA87LA020
<b>Date &amp; Time:</b>	12/06/1986, 1900 MST	<b>Registration:</b>	N37561
<b>Aircraft:</b>	CESSNA 414A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING THE TRANSITION FROM A DME ARC TO THE ILS FINAL APCH COURSE, THE PLT ALLOWED THE ACFT TO PREMATURELY DESCEND INTO THE GROUND. THE REASON FOR THE DESCENT COULD NOT BE DETERMINED. HOWEVER, NO PRE-IMPACT MECHANICAL MALFUNCTION WITH THE ACFT WAS FOUND NOR WAS THERE ANY EVIDENCE SUPPORTING PLT INCAPACITATION. DARK NIGHT CONDITIONS IN FOG AND LOW CEILINGS PREVAILED DURING THE APCH.

## 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: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (C) DESCENT - PREMATURE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER CONDITION - LOW CEILING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/05/1986
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3680 hours (Total, all aircraft), 618 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N37561
<b>Model/Series:</b>	414A 414A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414A0007
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/19/1985, Annual	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	120 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1487 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-N
<b>Registered Owner:</b>	PAUL C. VAN ALSTYNE	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	PAUL C. VAN ALSTYNE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TWF, 4151 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1909 MST	Direction from Accident Site:	253°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0° C / -1° C
Precipitation and Obscuration:			
Departure Point:	VAN NUYS, CA (VNY)	Type of Flight Plan Filed:	IFR
Destination:	SUN VALLEY, ID (SUN)	Type of Clearance:	IFR
Departure Time:	1400 MST	Type of Airspace:	Class G

## Airport Information

Airport:	JOSLIN FIELD (TWF)	Runway Surface Type:	Asphalt
Airport Elevation:	4151 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	ILS
Runway Length/Width:	8703 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	
Additional Participating Persons:	R. RUNDELL; SALT LAKE CITY, UT		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).