



Aviation Investigation Factual Report

Location:	GARDEN VALLEY, Idaho	Accident Number:	SEA99LA100
Date & Time:	July 3, 1999, 12:00 Local	Registration:	N3528Y
Aircraft:	Piper PA-31-350	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Factual Information

On July 3, 1999, about 1200 mountain daylight time, a Piper PA-31-350, N3528Y, registered to Mountain Bird, Inc. and operated by Salmon Air, Salmon, Idaho, as a 14CFR135 non-scheduled passenger flight, was substantially damaged after a forced landing near Garden Valley, Idaho. Visual meteorological conditions prevailed and a company VFR flight plan was on file. The commercial pilot and five passengers were not injured; two passenger sustained minor injuries. The flight originated from Lemhi County Airport, Salmon, Idaho, approximately 30 minutes prior to the accident. The flight's original destination was Boise, Idaho. There was no report of fire or ELT activation.

The pilot reported that while in cruise configuration, the low fuel pressure lights illuminated and the left engine began to surge. The pilot selected cross-feed and the engine functioned normally . Three to four minutes after selecting cross-feed the left engine began to surge again. With the right engine still operating, the pilot secured the left engine and executed a forced landing in an open field. During the landing roll (approximately 30 knots), the aircraft collided with a ditch and the nose gear collapsed, causing substantial damage to the aircraft's fuselage.

A Federal Aviation Administration inspector from the Boise Flight Standards District Office, Boise, Idaho, inspected the aircraft after the accident and reported that there was no evidence of fuel in the aircraft's fuel tanks. He also stated the fuel system was not breached and there was no evidence of a preexisting fuel leak.

In a written statement, the pilot reported that there were no mechanical malfunctions or failures with the aircraft at the time of the accident.

Pilot Information

Certificate:	Commercial	Age:	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 16, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1050 hours (Total, all aircraft), 35 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3528Y
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	317952149
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	June 3, 1999 Continuous airworthiness	Certified Max Gross Wt.:	7368 lbs
Time Since Last Inspection:	39 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	8559 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540
Registered Owner:	MOUNTAIN BIRD INC	Rated Power:	350 Horsepower
Operator:	SALMON AIR, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SALMON AIR	Operator Designator Code:	GAJA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BOI ,2868 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALMON (SMN)	Type of Flight Plan Filed:	Company VFR
Destination:	BOISE (BOI)	Type of Clearance:	None
Departure Time:	11:20 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 6 None	Latitude, Longitude:	44.07986,-115.849426(est)

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons: LOU SANDERS; BOISE , ID

Report Date: December 29, 1999

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=46818>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).