



# Aviation Investigation Final Report

---

<b>Location:</b>	Warren, Idaho	<b>Accident Number:</b>	WPR21LA237
<b>Date &amp; Time:</b>	June 21, 2021, 13:30 Local	<b>Registration:</b>	N2087F
<b>Aircraft:</b>	Cessna 182P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot reported that, while on final approach to land, he was “concerned they had too much speed” to stop in time but elected to continue with the landing. About midfield, as the airplane was floating down the airstrip, the pilot aborted the landing and applied full power. During the climb out, the airplane was unable to out climb rising terrain or maneuver in the narrow canyon to return to the airstrip. The airplane subsequently collided with trees and terrain. A post-accident fire destroyed the airplane. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's decision to continue the approach for landing with excess airspeed, which resulted in an aborted landing and subsequent collision with trees.

## Findings

---

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Initial climb</b>	Collision during takeoff/land (Defining event)
----------------------	--

### Co-pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 26, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 20, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 20, 2020
<b>Flight Time:</b>	710 hours (Total, all aircraft), 175 hours (Total, this make and model), 640 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2087F
<b>Model/Series:</b>	182P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18264886
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 25, 2020 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	H & M LTD	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	H & M LTD	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMYL, 5013 ft msl	<b>Distance from Accident Site:</b>	29 Nautical Miles
<b>Observation Time:</b>	12:51 Local	<b>Direction from Accident Site:</b>	218°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	27.8°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Caldwell, ID (EUL)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Warren, ID (3U1)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	12:03 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WARREN /USFS/ 3U1	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	5902 ft msl	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Used:</b>	12/30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2765 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	45.268111,-115.68361(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Maja
<b>Additional Participating Persons:</b>	Gregory Horrell; FAA inspector; Boise, ID
<b>Original Publish Date:</b>	May 25, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=103316">https://data.ntsb.gov/Docket?ProjectID=103316</a>

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](#).