



Aviation Investigation Final Report

Location:	Warren, Idaho	Accident Number:	WPR21LA237
Date & Time:	June 21, 2021, 13:30 Local	Registration:	N2087F
Aircraft:	Cessna 182P	Aircraft Damage:	Destroyed
Defining Event:	Collision during takeoff/land	Injuries:	2 Serious
Flight Conducted Under:	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

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

Factual Information

History of Flight

Initial climb	Collision during takeoff/land (Defining event)
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Co-pilot Information

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

Pilot Information

Certificate:	Private	Age:	51,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 20, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 20, 2020
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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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](#).