



# Aviation Investigation Final Report

<b>Location:</b>	DIXIE, Idaho	<b>Accident Number:</b>	SEA83LA080
<b>Date &amp; Time:</b>	April 11, 1983, 13:45 Local	<b>Registration:</b>	N54M
<b>Aircraft:</b>	CESSNA TU-206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE AIRCRAFT COLLIDED WITH A PINE TREE OFF THE DEPARTURE END OF THE RUNWAY DURING LANDING. THE AIRSTRIP BEING USED IS 1200 FEET LONG. THE PURPOSE OF USING IT WAS TO GIVE THE PILOT UNDER INSTRUCTION EXPERIENCE IN BUSH-TYPE AIRSTRIPS. THE P.U.I. WAS MAKING THE SECOND LANDING AFTER A DEMONSTRATION BY THE INSTRUCTOR. THE WINDS WERE VARIABLE AND TOUCHDOWN WAS LONGER THAN PROJECTED. THE AIRCRAFT THEN BOUNCED AND THE INSTRUCTOR TOOK OVER THE CONTROLS. THE FLAPS WERE RAISED AFTER GROUND CONTACT AND MAXIMUM BRAKING WAS USED BUT THE ACFT COLLIDED WITH A TREE AT THE END OF THE AIRSTRIP AND STOPPED A FEW FEET BEYOND. THERE IS NO GO-AROUND CAPABILITY AFTER REACHING SHORT FINAL.

## Probable Cause and Findings

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

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) DISTANCE - MISJUDGED - DUAL STUDENT

2. (C) PROPER TOUCHDOWN POINT - EXCEEDED - DUAL STUDENT
  3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
  4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 5, 1982
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6200 hours (Total, all aircraft), 3530 hours (Total, this make and model), 5810 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N54M
<b>Model/Series:</b>	TU-206 TU-206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20602832
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	December 31, 1982 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2085 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-C
<b>Registered Owner:</b>	MISSION MEDICA INDEPENDIENTE	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	MISSION AVIATION FELLOWSHIP	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	45°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WHITEWATER NONE	<b>Runway Surface Type:</b>	Dirt;Grass/turf
<b>Airport Elevation:</b>	2500 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1200 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	45.800525,-115.510665(est)

## Administrative Information

**Investigator In Charge (IIC):** Stripling, Wallace

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=39679>

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