



Aviation Investigation Final Report

Location:	DRIGGS, Idaho	Accident Number:	SEA84LA028
Date & Time:	December 26, 1983, 08:05 Local	Registration:	N8344Q
Aircraft:	CESSNA A-185F II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT COLLIDED WITH A HIDDEN SNOW BERM WHILE LANDING ON A SNOW COVERED RWY. THE NEW SNOW WAS 2 TO 3 INCHES DEEP OVER A COMPACTED SNOW BASE. THE RWY WAS PLOWED TO A WIDTH OF 30 TO 35 FT WITH 3 FT BERMS. THE PLT STATED THAT HE ENCOUNTERED A WHITEOUT DURING LANDING AND THE ACFT STRUCK A BERM DURING ROLLOUT. HE LOST CONTROL AND THE LEFT WING AND STABILIZER WERE DAMAGED. THE PLT DID NOT RECEIVE A WEATHER BRIEFING AND NO FLT PLAN WAS FILED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. (C) PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
6. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 13, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 200 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8344Q
Model/Series:	A-185F II A-185F II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503663
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	January 7, 1983 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1691 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	DENNIS A. HANSON	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	REXBURG , ID (U11)	Type of Flight Plan Filed:	VFR
Destination:	DRIGGS , ID (U59)	Type of Clearance:	None
Departure Time:	07:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	TETON PEAKS U59	Runway Surface Type:	Asphalt;Snow
Airport Elevation:	6202 ft msl	Runway Surface Condition:	Snow
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	43.73014,-111.220275(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39857>

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](#).