



Aviation Investigation Final Report

Location:	IONE, Oregon	Accident Number:	SEA86LA036
Date & Time:	January 5, 1986, 13:50 Local	Registration:	N1920V
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ATTEMPTED TO FLY HIS NEWLY PURCHASED AIRCRAFT A DISTANCE OF 3 MILES FROM ONE LOCAL AIRSTRIP TO ANOTHER FOR THE PURPOSE OF HANGARING IT. A CEILING OF 500 FEET OVERCAST WITH 5 MILES VISIBILITY FOG AND FREEZING RAIN WERE PRESENT. THE WINDSCREEN ICED UP AND A FORCED LANDING WAS MADE CAUSING SUBSTANTIAL DAMAGE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - FOG
2. (C) WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - LOW CEILING

Occurrence #2: FORCED LANDING

Phase of Operation: CRUISE

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	670 hours (Total, all aircraft), 19 hours (Total, this make and model), 560 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1920V
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28450-7-12
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 1985 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-90-12F
Registered Owner:	KEVEN HAGUEWOOD	Rated Power:	90 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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:50 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: RUTH GRASEL; HILLSBORO , OR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40341>

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](#).