



Aviation Investigation Final Report

Location:	Emigrant Pass, Nevada	Accident Number:	SEA86LA097
Date & Time:	April 8, 1986, 17:14 Local	Registration:	N644FM
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT WAS INFORMED DURING A WX BRIEFING THAT VFR FLT WAS NOT RECOMMENDED. THE PLT ELECTED TO TAKEOFF REGARDLESS AND ENCOUNTERED LOW CEILINGS AND VISIBILITIES. WHILE LOOKING FOR AN AREA OF A HIGHWAY TO LAND THE ACFT, PWR LINES WERE CONTACTED WITH THE TOP OF THE VERTICAL STABILIZER. THE PLT THEN CONTINUED TO AN ARPT WHERE AN UNEVENTFUL LANDING WAS ACCOMPLISHED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - RAIN
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - DISREGARDED - PILOT IN COMMAND
4. (C) WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. (C) VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 11, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1019 hours (Total, all aircraft), 499 hours (Total, this make and model), 928 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N644FM
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052859
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	November 12, 1985 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	925 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	ROBERT R. MARBLE	Rated Power:	230 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:	EKO ,5128 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	17:52 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / 4°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	ELKO , NV (EKO)	Type of Flight Plan Filed:	None
Destination:	SACRAMENTO , CA (SAC)	Type of Clearance:	None
Departure Time:	00:00 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:	None

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:	40.538875,-116.39124(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	TOM HOWELL; RENO , NV
Original Publish Date:	June 21, 2023
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40382

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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](#).