



Aviation Investigation Final Report

Location:	MURPHY, Idaho	Accident Number:	SEA86LA124
Date & Time:	May 13, 1986, 14:30 Local	Registration:	N1046V
Aircraft:	CESSNA 206T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ATTEMPTED TO LAND WITH EXCESSIVE AIRSPEED AND ALTITUDE. A BOUNCED LANDING OCCURRED WITH A TOUCHDOWN BEING MORE THAN 2/3 WAY DOWN THE RUNWAY. DURING VFR CO-AROUND, A DEPARTURE STALL WAS ENTERED AND THE AIRCRAFT STRUCK THE GROUND WITH THE LEFT WING AND NOSE.

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 - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. (C) ALTITUDE - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
6. (C) STALL - NOT CORRECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 14, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1356 hours (Total, all aircraft), 639 hours (Total, this make and model), 1296 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1046V
Model/Series:	206T 206T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602418
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 1, 1985 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1835 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520
Registered Owner:	WILLIAM C. THOMAS	Rated Power:	285 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:	Clear	Visibility	15 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOISE , ID (BOI)	Type of Flight Plan Filed:	None
Destination:	MURPHY , ID (1U3)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	MURPHY AIRPORT 1U3	Runway Surface Type:	Gravel
Airport Elevation:	2825 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 2 None	Latitude, Longitude:	43.08002,-116.519897(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: JOHN BERRY; SALT LAKE CITY , UT

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40405>

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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](#).