



Aviation Investigation Final Report

Location:	LOWER LOON, Idaho	Accident Number:	SEA87LA010
Date & Time:	October 10, 1986, 12:00 Local	Registration:	N25SA
Aircraft:	Britten-Norman BN-2A-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PLT DIVERTED FROM HIS ORIGINAL DESTINATION DUE TO WEATHER. UPON LANDING AT THE ALTERNATE AIRPORT WIHT A 7 KNOT TAIL WIND, WHILE USING HEAVY BRAKING ON WET SOD, THE BRAKES LOCKED. THE ACFT VEERED TO THE RIGHT OF THE CENTER PLACING THE RIGHT MAIN GEAR ON ROUGH TERRAIN WHERE IT COLLAPSED, DRAGGING THE RIGHT WING. THE AIRSTRIP IS ONLY 1100 FEET LONG.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - WET
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - TAILWIND
 4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
-

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 28, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5825 hours (Total, all aircraft), 800 hours (Total, this make and model), 5600 hours (Pilot In Command, all aircraft), 330 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Britten-Norman	Registration:	N25SA
Model/Series:	BN-2A-20 BN-2A-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	766
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	6520 lbs
Time Since Last Inspection:	40 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4920 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0540K1B5
Registered Owner:	MOUNTAIN BIRD, INC.	Rated Power:	300 Horsepower
Operator:	MOUNTAIN BIRD, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SALMON AIR TAXI	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:	Scattered / 10000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALMON , ID (SMN)	Type of Flight Plan Filed:	Company VFR
Destination:	BERNARD CREEK , ID (U54)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOWER LOON	Runway Surface Type:	Grass/turf
Airport Elevation:	4100 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: NANCY TRUDELL; SALT LAKE CITY , UT

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40555>

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](#).