



Aviation Investigation Final Report

Location:	WARREN, Idaho	Accident Number:	SEA87LA028
Date & Time:	November 20, 1986, 09:00 Local	Registration:	N756WZ
Aircraft:	CESSNA T-206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS ATTEMPTING TO LAND ON A SNOW COVERED US FORREST SERVICE AIRSTRIP AT DAWN. THE AIRCRAFTS RIGHT MAIN GEAR CAUGHT ON UNEVEN TERRAIN TO THE SIDE OF THE AIRSTRIP, VEERED TO THE RIGHT, AND THEN NOSED OVER INVERTED.

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. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	31, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 21, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3990 hours (Total, all aircraft), 2820 hours (Total, this make and model), 3880 hours (Pilot In Command, all aircraft), 219 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N756WZ
Model/Series:	T-206 T-206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604427
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 10, 1986 100 hour	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3022 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	SUSAN DORRIS	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	MCCALL AIR TAXI	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	30 miles
Lowest Ceiling:	Broken / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MCCALL , ID (MYL)	Type of Flight Plan Filed:	VFR
Destination:	WARREN , ID (USFS)	Type of Clearance:	None
Departure Time:	08:38 Local	Type of Airspace:	Class G

Airport Information

Airport:	WARREN USFS	Runway Surface Type:	Gravel
Airport Elevation:	5912 ft msl	Runway Surface Condition:	Snow
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.069225,-115.96952(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	BOB NORTON; SEATTLE , WA
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40569

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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](#).