



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	SEA89LA187
Date & Time:	September 1, 1989, 00:00 Local	Registration:	N62JE
Aircraft:	Evans Aircraft WITTMAN TAILWIND W10	Aircraft Damage:	Destroyed
Defining Event:	Unknown or undetermined	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on a cross-country flight in the experimental, amateur-built airplane but did not arrive at his intended destination and was reported missing. A search of the area did not locate airplane wreckage and was suspended. Almost 3 years after the accident, the wreckage was subsequently located in remote terrain about 11 miles northeast of the flight’s intended destination. At that time, the National Transportation Safety Board (NTSB) was not notified that the wreckage was located. In October 2018, an individual reported to the NTSB that he had located the door of the accident airplane. No other wreckage was located. The cause of the accident is undetermined due to the lack of evidence.

Probable Cause and Findings

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

A collision with terrain for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Unknown

Unknown or undetermined (Defining event)

On September 2, 1989, at an unknown time, an experimental, amateur-built Wittman Tailwind W10 airplane, N62JE, was destroyed when it was involved in an accident near McCall, Idaho. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The airplane departed Lemhi County Airport (SMN), Salmon Idaho, destined for McCall Municipal Airport (MYL), McCall, Idaho. The pilot did not arrive at his intended destination and was reported missing on September 6, 1989, by a family member. An air search was conducted but was suspended about September 15, 1989, and the wreckage was not located at that time.

According to an August 6, 1992, Post Bulletin news article, the wreckage of the airplane flown by the pilot was initially found by a hunter in 1991; searchers on horseback located the wreckage in June 1992 in a remote area of the Payette National Forest near Fitsum Creek, about 14 miles from the confluence of the South Fork of the Salmon River and the East Fork of the South Fork of the Salmon River. The article revealed that pilot remains were found. The National Transportation Safety Board (NTSB) was not notified at that time that the wreckage was located.

On October 4, 2018, an individual notified the NTSB that he had located what he believed was the door of the missing airplane. A photograph of the door indicated “Jim Evans” and “Experimental.” The individual did not note that he had located any other wreckage.

The accident site location appeared to be at an elevation of about 6,800 ft and about 11 miles northeast of McCall, which is about 95 nautical miles southwest of Salmon. The terrain along the straight-line route of flight between Salmon and McCall is between 9,000 and 10,000 ft mean sea level.

There was no record found that the pilot received a weather briefing, and he did not file a flight plan. There were no air traffic services provided.

An account of the pilot’s total flight time and experience was not available. The airplane was purchased by and registered to the pilot on June 21, 1989. The airplane and engine total time, along with maintenance information, was not located.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 With waivers/limitations	Last FAA Medical Exam:	March 30, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Evans Aircraft	Registration:	N62JE
Model/Series:	WITTMAN TAILWIND W10 WITTMAN TA	Aircraft Category:	Airplane
Year of Manufacture:	1985	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	448
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:		Engine Model/Series:	UNKNOWN
Registered Owner:	JERVISS, STANLEY L	Rated Power:	
Operator:	JERVISS, STANLEY L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	27U	Distance from Accident Site:	
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	25 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALMON, ID (SMN)	Type of Flight Plan Filed:	None
Destination:	MCCALL, ID (MYL)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	44.936925,-115.88212(est)

Administrative Information

Investigator In Charge (IIC): Eckrote, Debra

Additional Participating Persons:

Original Publish Date: May 5, 2021

Last Revision Date:

Investigation Class: [Class 3](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=40941>

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](#).