



Aviation Investigation Final Report

Location:	SALMON, Idaho	Accident Number:	SEA91FA186
Date & Time:	July 23, 1991, 09:30 Local	Registration:	N5183U
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT OF THE CESSNA 206 AIR TAXI FLIGHT CRASHED WHILE MANEUVERING DURING CLIMBOUT AFTER TAKEOFF FROM THE REMOTE MOUNTAIN AIRSTRIP. WITNESSES STATED THE PILOT ATTEMPTED A TURN IN THE NARROW CONFINES OF THE CANYON. THEY OBSERVED THE RIGHT WING DROP A FEW FEET WHILE IN A STEEP LEFT TURN, RECOVER, THEN DROP AGAIN WITH THE AIRCRAFT ROLLING INVERTED TO THE RIGHT BEFORE IMPACT ON THE CANYON WALL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER INFLIGHT PLANNING AND DECISIONS AND FAILURE TO MAINTAIN AIRSPEED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52,U
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 15, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1910 hours (Total, all aircraft), 106 hours (Total, this make and model), 1670 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5183U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	2060183
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	WILDERNESS AVIATION	Rated Power:	285 Horsepower
Operator:	WILDERNESS AVIATION	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	JFIA

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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FLYING B RANCH , ID (79U)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	
Departure Time:	09:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	5 Fatal	Latitude, Longitude:	44.999286,-113.860572(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	ROBERT ROUNTREE; BOISE , ID
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41332

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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](#).