



Aviation Investigation Final Report

Location:	MCCALL, Idaho	Accident Number:	SEA94LA165
Date & Time:	July 1, 1994, 13:00 Local	Registration:	N24201
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ELECTED TO ATTEMPT A LANDING AND TAKEOFF FROM THE MOUNTAIN AIRSTRIP AFTER BEING CAUTIONED ABOUT USING RUNWAYS THAT WERE EVEN LONGER THAN THE AIRSTRIP AT THE ACCIDENT SITE. THE AIRCRAFT WAS UNABLE TO LIFT OFF AND MAINTAIN ADEQUATE FLYING SPEED, DUE TO INSUFFICIENT PERFORMANCE FOR THE AIRSTRIP AND EXISTING CONDITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING AND ATTEMPTED OPERATION WHICH EXCEEDED THE PERFORMANCE CAPABILITY OF THE AIRPLANE. FACTORS INCLUDE HIS OVERCONFIDENCE IN THE AIRCRAFT'S ABILITY.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. (C) AIRCRAFT PERFORMANCE - EXCEEDED

Factual Information

On July 1, 1994, approximately 1300 mountain daylight time, a Piper PA-38-112, N24201, sustained substantial damage during takeoff from Copenhaver airstrip, an unimproved airstrip about fifty miles northeast of McCall, Idaho. The private pilot and his passenger were uninjured. No flight plan was filed for the flight. Visual meteorological conditions prevailed. The ELT did not activate.

The pilot stated that he did a preflight, runup, and full power takeoff using one notch of flaps. He said that the aircraft lifted off and remained in ground effect for a couple hundred feet before reaching the end of the 1100 foot runway and descending into the river. The pilot had flown into the airstrip about 0900. Boise, Idaho weather was clear, with temperature of 86 degrees, and barometric pressure of 29.96, at 1300.

The pilot did not provide an accident report. The operator stated that, earlier that day, he had told the pilot—who wanted to go fishing—not to take the aircraft into several longer airstrips.

Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	September 30, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	80 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N24201
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 30, 1994 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1700 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ROCKY MOUNTAIN AIR, INC.	Rated Power:	118 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NAMPA , ID (S67)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	COPENHAVER PRIVATE	Runway Surface Type:	Dirt
Airport Elevation:	1800 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1100 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC): Stockhill, Michael

Additional Participating Persons:

Original Publish Date: January 26, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=41964>

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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](#).