



Aviation Investigation Final Report

Location:	JORDAN VALLEY, Oregon	Accident Number:	SEA00LA035
Date & Time:	December 26, 1999, 17:00 Local	Registration:	N5933P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while en route to his destination, he noted that he forgot his approach charts. The destination airport was under instrument meteorological conditions. Therefore, the pilot attempted unsuccessfully to find a nearby airport that would allow him to land under visual conditions. While attempting to find a VFR airport, both left and right main fuel tanks ran out of fuel. The pilot estimated that he had approximately five gallons of fuel in each tip tank, and elected to initiate a precautionary landing on a highway. During the landing roll, the aircraft collided with a road marker sign.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate preflight planning/preparation. Unsuitable terrain was selected for landing and a road sign were factors.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) OBJECT - SIGN
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On December 26, 1999, about 1700 mountain standard time, a Piper PA-24-250, N5933P, registered to Rocky Mountain Air, and operated by the commercial pilot, was substantially damaged during an off-airport landing 10 miles south of Jordan Valley, Oregon. The aircraft was being operated as a 14CFR91 personal/pleasure flight. The pilot, the sole occupant of the aircraft, was not injured. Marginal VFR conditions prevailed and a flight plan was on file. The flight originated from Pocatello, Idaho, approximately 4 hours prior to the accident. There was no fire and no report of ELT activation.

In a written statement, the pilot reported that he departed Pocatello Regional Airport, via a special visual flight rules (VFR) clearance, with an intended destination of Boise, Idaho. While en route, the pilot noted that all the airports along the route of flight were fogged in. The pilot reported that upon approaching Mountain Home, Idaho, which was also fogged in, he intended on flying an instrument approach into Boise (due to low ceilings and fog), but realized that he had forgotten his instrument approach charts. The pilot attempted unsuccessfully to find a nearby airport that would allow him to land under VFR conditions. While attempting to find a VFR airport, both left and right main fuel tanks ran out of fuel. The pilot estimated that he had approximately five gallons in each tip tank and elected to initiate a precautionary landing on Highway 95. During the landing roll-out, the aircraft collided with a road marker, subsequently damaging the leading edge of the aircraft's wing and wing spar.

Pilot Information

Certificate:	Commercial	Age:	27, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 28, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2010 hours (Total, all aircraft), 715 hours (Total, this make and model), 101 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5933P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1021
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 22, 1999 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4473 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	ROCKY MOUNTAIN AIR	Rated Power:	250 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:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	BOI ,2868 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Unknown	Visibility	1.5 miles
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-5°C / -6°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	POCATELLO , ID (PIH)	Type of Flight Plan Filed:	VFR
Destination:	BOISE , ID (BOI)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.960937,-117.36029(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	JERRY MCCLELLIN; BOISE , ID
Original Publish Date:	May 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48429

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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](#).