



Aviation Investigation Final Report

Location:	Jiggs, Nevada	Accident Number:	LAX05CA297
Date & Time:	September 5, 2005, 12:00 Local	Registration:	N9331S
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with obstructions while performing a forced landing in a field. The pilot reported he experienced a severe downdraft with a descent rate in excess of 1,500 feet per minute at best rate of climb airspeed that made continued flight impossible. The pilot was forced to make an emergency landing in a field. After touchdown and during the rollout phase the left wing impacted a steel livestock gate. The pilot reported that the airplane and engine had no mechanical failures or malfunctions during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's encounter with a downdraft.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings
1. (C) WEATHER CONDITION - DOWNDRAFT

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - FENCE POST

Factual Information

This report is based on information received by the NTSB. Additional details may be found in the NTSB's public docket for this case. For further information, please contact the NTSB Office of Public Inquiries.

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2003
Flight Time:	224 hours (Total, all aircraft), 216 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9331S
Model/Series:	C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	M-1641
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 2005 100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4309 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4J
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EKO	Distance from Accident Site:	30 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	26°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TWIN FALLS, ID (TWF)	Type of Flight Plan Filed:	None
Destination:	TONOPAH, NV (TPH)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.433334,-115.75

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Larry Cheek; Federal Aviation Administration; Reno, NV
Original Publish Date:	January 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62457

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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](#).