



Aviation Investigation Final Report

Location:	Clark Fork, Idaho	Accident Number:	SEA06LA077
Date & Time:	April 17, 2006, 14:30 Local	Registration:	N2288D
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Due to the pilot's injuries, he does not recall the landing event, however, witnesses in the area reported that the aircraft was landing on runway 14 with a quartering tailwind. The witnesses observed the aircraft "tipping from one wheel to the other," and "bouncing back and forth on its wheels and swerving." The aircraft then lifted off and "flew across the road, rocking side to side then from 30 feet went nose down by the tracks in a ditch." The aircraft came to rest nose down to the ground about 430 feet from the end of runway 14. The nearest weather reporting facility located 19 nautical miles northwest of the accident site was reporting a wind from 260 degrees at 14 knots, gusting to 18 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control during a go-around. A quartering tailwind was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On April 17, 2006, at 1400 Pacific daylight time, a Cessna 170B, N2288D, registered to and operated by the pilot as a 14 CFR Part 91 personal flight, collided with the terrain during an attempted go-around at River Lake Airstrip, Clark Fork, Idaho. Visual meteorological conditions prevailed at the time and a visual flight rules flight plan was filed. The aircraft was substantially damaged and the student pilot, the sole occupant, was seriously injured. The flight departed from Bonners Ferry, Idaho, about 30 minutes prior to the accident.

Due to the pilot's injuries, he does not recall the landing event, however, witnesses in the area reported that the aircraft was landing on runway 14 with a quartering tailwind. The witnesses observed the aircraft "tipping from one wheel to the other," and "bouncing back and forth on its wheels and swerving." The aircraft then lifted off and "flew across the road, rocking side to side then from 30 feet went nose down by the tracks in a ditch."

The aircraft came to rest nose down to the ground about 430 feet from the end of runway 14.

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Pilot Information

Certificate:	Student	Age:	58,Male
Airplane Rating(s):	None	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	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	95 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2288D
Model/Series:	170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20440
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2006 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3865 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300
Registered Owner:	Lavern R. Harris	Rated Power:	145 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SZT,2131 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	14:07 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	11°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bonnors Ferry, ID (65S)	Type of Flight Plan Filed:	None
Destination:	(ID75)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	River Lake	Runway Surface Type:	Grass/turf
Airport Elevation:	2070 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2600 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	48.116664,-116.166664

Administrative Information

Investigator In Charge (IIC): Eckrote, Debra

Additional Participating Persons: John H Phillips; FAA/FSDO; Spokane, WA

Original Publish Date: October 3, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=63525>

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