



Aviation Investigation Final Report

Location:	40 NM WNW SALMO, Idaho	Accident Number:	SEA83LA012
Date & Time:	October 8, 1982, 13:00 Local	Registration:	N5183U
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT BEGAN A TAKEOFF FROM A RUNWAY COVERED WITH ABOUT SIX INCHES OF WET SNOW AND SLUSH IN CALM WIND CONDITIONS. HE REPORTED THAT DURING THE TAKEOFF, THE RIGHT MAIN WHEEL SETTLED BACK TO THE RUNWAY AND ENCOUNTERED AN AREA OF SOFT SNOW AND SLUSH. THE AIRCRAFT THEN VEERED TO THE RIGHT INTO DEEPER SNOW AND SUBSEQUENTLY DEPARTED THE RUNWAY AND WAS DAMAGED. THE AIRPORT ELEVATION WAS 7030 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

- 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 21, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3145 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3145 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, 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:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2975 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	LINN AIR SERVICE	Rated Power:	285 Horsepower
Operator:	LINN AIR SERVICE	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	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	40 NM WNW SALMO, ID (U81)	Type of Flight Plan Filed:	VFR
Destination:	SALMON , ID (SMN)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	COLD MEADOWS USFS U81	Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Snow
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4550 ft / 90 ft	VFR Approach/Landing:	None

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:	45.000488,-113.860694(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: October 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69653>

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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](#).