



National Transportation Safety Board Aviation Accident Factual Report

Location:	LOWELL, ID	Accident Number:	SEA95LA014
Date & Time:	11/01/1994, 1500 PST	Registration:	N4801U
Aircraft:	CESSNA 205A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

On November 1, 1994, approximately 1500 hours Pacific standard time (pst), a Cessna 205A, N4801U, registered to David Petet & Kelly Kelso, operated by Orofino Aviation, Inc., and being flown by Philip M. Rosenberg, a commercial pilot, was substantially damaged when the aircraft collided with trees as it overran the upwind end of runway 04 at the Moose Creek Ranger Station, near Lowell, Idaho. The pilot, who was the sole occupant, was uninjured. The flight, which was a business delivery of feed to the destination airport, was to have been operated under 14CFR91, and originated from Orofino, Idaho, at 1415 hours.

The pilot reported that he landed long and fast, and that the runway was wet and had about a one inch layer of fresh, wet snow overlaying the short grass surface. During the landing rollout he had no braking, overran the upwind end of the runway and collided with trees.

The pilot reported that there were no mechanical problems with the aircraft during the landing.

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	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--w/ waivers/lim.	Last FAA Medical Exam:	05/02/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft), 135 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4801U
Model/Series:	205A 205A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2050501
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/27/1994, 100 Hour	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4328 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470S
Registered Owner:	PETET, DAVID, G.	Rated Power:	260 hp
Operator:	OROFINO AVIATION, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	INMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 2454 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1500 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0° C
Precipitation and Obscuration:			
Departure Point:	OROFINO, ID (S68)	Type of Flight Plan Filed:	None
Destination:	(1U1)	Type of Clearance:	None
Departure Time:	1415 PST	Type of Airspace:	Class G

Airport Information

Airport:	MOOSE CREEK (USFS) (1U1)	Runway Surface Type:	Grass/turf
Airport Elevation:	2454 ft	Runway Surface Condition:	Snow--wet; Wet
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2300 ft / 200 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY
Additional Participating Persons:	DAVID AVEY; RENTON, WA
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .