



National Transportation Safety Board Aviation Accident Data Summary

Location:	BAKER CITY, OR	Accident Number:	SEA96LA037
Date & Time:	01/02/1996, 1330 PST	Registration:	N2761D
Aircraft:	Cessna 170B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he encountered deteriorating weather while approaching his destination and elected to land on a public highway, and that the accident occurred during landing. However, a county sheriff's report indicated that the pilot told law enforcement personnel that he had landed on the highway earlier due to deteriorating weather and was attempting to take off again from the highway. The pilot told law enforcement personnel that during the takeoff, a motor vehicle rounded a corner in the road and that he pulled up to avoid it, but that 'The plane wasn't ready to get airborne.' The sheriff's report stated that after pulling up, the airplane touched down several times before impacting a bank along the side of the road. Statements from the vehicle driver and a local resident who lives along the highway supported the sequence of events given in the sheriff's report.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's premature lift-off and inadequate airspeed following liftoff. His use of a public highway as a takeoff area, and a motor vehicle on the highway, were factors.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - ROADWAY/HIGHWAY
 2. (F) OBJECT - VEHICLE
 3. (C) EVASIVE MANEUVER - PERFORMED - PILOT IN COMMAND
 4. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Pilot Information

Certificate:	Commercial	Age:	47
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1575 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1545 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 66 hours (Last 30 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2761D
Model/Series:	170B 170B	Engines:	1 Reciprocating
Operator:	WAYNE J. CALKIN	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	C145-2
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BKE, 3369 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 900 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 100°
Temperature:	3° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	NAMPA, ID (S67)	Destination:	, OR (BKE)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	GREGG NESEMEIER	Adopted Date:	07/25/1996
Investigation Docket:	NTSB accident and incident dockets 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.