



National Transportation Safety Board Aviation Accident Data Summary

Location:	MIDVALE, ID	Accident Number:	SEA98FA042
Date & Time:	03/02/1998, 1805 MST	Registration:	N727RT
Aircraft:	Cessna T303	Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Radar data indicated that the aircraft completed a figure-eight maneuver at about 3,000 feet AGL, with an estimated airspeed of 140 knots and approximate 40 degree bank angle before leveling out at the completion of the maneuver. The radar data then indicated level flight before a rapid descent. A witness reported observing the aircraft in visual conditions and flying at a high altitude and that it 'appeared fast.' The witness stated that he observed the aircraft make a wide, shallow left turn, then turn back the other way. The nose of the aircraft then started to gradually lower, and the airplane eventually came straight down and started to spin. The witness lost sight of the airplane behind hilly terrain and he did not see the impact. Post-accident examination of the wreckage indicated that the aircraft collided with the terrain in a slight nose-down attitude, located in a gully with approximate 30 degree bank angle. The aircraft then slid downhill to the right and came to rest with the fuselage upright and the empennage was twisted to the right and inverted. No evidence was found to indicate a mechanical failure or malfunction.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain aircraft control.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) MANEUVER - PERFORMED - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN

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

Findings

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Military	Age:	37
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter
Flight Time:	7743 hours (Total, all aircraft), 319 hours (Total, this make and model), 7034 hours (Pilot In Command, all aircraft), 169 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N727RT
Model/Series:	T303 T303	Engines:	2 Reciprocating
Operator:	JEFFREY J. JOHNSON	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-AE2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BOI, 2858 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 10000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 150°
Temperature:	7° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	BOISE, ID (BOI)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Adopted Date:	11/17/1999
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/ .		

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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.

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