



National Transportation Safety Board Aviation Accident Final Report

Location:	DAYVILLE, OR	Accident Number:	SEA91FA262
Date & Time:	01/01/1991, 1500 PST	Registration:	N8982D
Aircraft:	PIPER PA-18-150	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRPLANE DEPARTED THE AIRFIELD AT APPROXIMATELY 1300 MOUNTAIN STANDARD TIME ON NEW YEARS DAY. THE NEXT DAY HIS FAMILY, WHICH EXPECTED HIM TO RETURN BEFORE DARK ON THE DAY OF DEPARTURE, REPORTED THE AIRCRAFT MISSING. THE UNSUCCESSFUL SEARCH WAS SUSPENDED THIRTEEN DAYS LATER. APPROXIMATELY 16 MONTHS AFTER THE CRASH, THE AIRCRAFT WAS DISCOVERED BY A TIMBER CRUISER IN A DENSE OLD GROWTH FOREST. THE AIRCRAFT, WHICH HAD BURNED, SUSTAINED SUBSTANTIAL DAMAGE WHEN IT IMPACTED A SERIES OF CONIFEROUS TREES NEAR THE CENTER OF A STEEP SIDED BOX CANYON, AT THE 5,000 FOOT LEVEL OF A 7,000 FOOT MOUNTAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR IN FLIGHT DECISION. FACTORS INCLUDE MOUNTAINOUS/HILLY TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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 Expired	Last FAA Medical Exam:	12/29/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	237 hours (Total, all aircraft), 110 hours (Total, this make and model), 209 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8982D
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-6377
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/20/1990, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-A2A
Registered Owner:	WELCH, STEVEN S.	Rated Power:	150 hp
Operator:	WELCH, STEVEN S.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RDM, 3077 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	1255 PST	Direction from Accident Site:	245°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	45 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6° C / -8° C
Precipitation and Obscuration:			
Departure Point:	MADRAS, OR (S33)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ORRIN K ANDERSON	Report Date:	06/10/1993
Additional Participating Persons:	KEITH CRIMIN; PORTLAND, OR		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).