



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DIXIE, ID	<b>Accident Number:</b>	SEA91LA230
<b>Date &amp; Time:</b>	09/01/1991, 1045 PDT	<b>Registration:</b>	N5934E
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT EXECUTED A SOUTHERLY DEPARTURE AS PER THE ADVICE OF LOCAL PILOTS FAMILIAR WITH THE 5600 FOOT MSL AIRSTRIP. DURING THE INITIAL CLIMB THE PILOT LOST SIGHT OF THE CREEK BED HE WAS FOLLOWING AND CHOSE TO EXECUTE A CLIMBING LEFT TURN. DURING THE TURN THE AIRCRAFT ENCOUNTERED A DOWNDRAFT. THE LEFT WING STRUCK A TREE AND THE PILOT LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT THEN COLLIDED WITH TERRAIN. THE PILOT REPORTED THE TEMPERATURE AS 70 DEGREES FAHRENHEIT. A DENSITY ALTITUDE OF APPROXIMATELY 8000 FEET EXISTED AT THE TIME OF THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE WITH TREE(S) DURING THE INITIAL CLIMB. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE HIGH DENSITY ALTITUDE AND DOWNDRAFT CONDITIONS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (F) OBJECT - TREE(S)
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/01/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	971 hours (Total, all aircraft), 51 hours (Total, this make and model), 901 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5934E
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	17434
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	DAVID K. ARNOLD, SR.	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	DAVID K. ARNOLD, SR.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	99 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C / -18 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GRANGEVILLE, ID (S80)	Type of Clearance:	None
Departure Time:	1045 PDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Steven A McCreary	Report Date:	03/24/1993
Additional Participating Persons:	H. HOOD; RENTON, WA		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).