



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	REXBURG, ID	<b>Accident Number:</b>	SEA86LA159
<b>Date &amp; Time:</b>	07/01/1986, 0840 MDT	<b>Registration:</b>	N9621P
<b>Aircraft:</b>	PIPER PA-25-260	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Application		

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## Analysis

DURING AN AERIAL APPLICATION TURN THE AIRCRAFT ENCOUNTERED A SEVERE DOWNDRAFT. ALTHOUGH THE PILOT LOWERED THE NOSE OF THE AIRCRAFT, LEVELED THE WINGS, ADDED FULL POWER AND DUMPED HIS CHEMICAL LOAD, HE WAS UNABLE TO CLIMB. THE AIRCRAFT THEN STRUCK THE GROUND IN A HARD FLAT ATTITUDE WHERE IT WAS TOTALLY CONSUMED BY POST IMPACT FIRE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

1. (C) WEATHER CONDITION - DOWNDRAFT
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. (C) CLIMB - NOT POSSIBLE - PILOT IN COMMAND

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

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Occurrence #3: FIRE  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/07/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	673 hours (Total, all aircraft), 132 hours (Total, this make and model), 71 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9621P
<b>Model/Series:</b>	PA-25-260 PA-25-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	25-7405784
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	71 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1460 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-540-G1A5
<b>Registered Owner:</b>	GREGORY A. WOOD	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	GREGORY A. WOOD	<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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	NEWDALE, ID	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0825 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Report Date:	
Additional Participating Persons:	NOEL KEEFER; SALT LAKE CITY, UT		
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> .		

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