



National Transportation Safety Board Aviation Accident Final Report

Location:	BANCROFT, ID	Accident Number:	SEA85FA067
Date & Time:	03/01/1985, 1700 MST	Registration:	N9386B
Aircraft:	CESSNA 175	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT IMPACTED LEVEL TERRAIN APRX 500 YARDS EAST OF THE BANCROFT ARPT. N9386B WAS ONE OF A FLT OF TWO ACFT RETURNING TO BANCROFT FROM PRESTON, ID. THE WX HAD DETERIORATED DURING THE FLT WITH SNOW SHOWERS AND BLOWING SNOW. WHILE THE OTHER ACFT WAS LANDING AT BANCROFT. THE PLT OF N9386B ELECTED TO FLY OVER HIS HOUSE BEFORE LANDING. THE PLT'S WIFE HEARD THE ACFT FLY OVER AND BECAME CONCERNED WHEN HE DID NOT RETURN HOME. THE ACFT CONTACTED THE TERRAIN LEFT WING FIRST AND CARTWHEELED. THE WRECKAGE WAS LOCATED ALONG WHAT WOULD HAVE BEEN A BASE LEG FOR RWY 25.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (F) WEATHER CONDITION - WHITEOUT
3. (F) LIGHT CONDITION - DUSK
4. (F) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/20/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9386B
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	55186
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	STEVEN D. LOWRY	Rated Power:	180 hp
Operator:	STEVEN D. LOWRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 500 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1° C / -4° C
Precipitation and Obscuration:			
Departure Point:	PRESTON, ID (U10)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 MST	Type of Airspace:	Class G

Airport Information

Airport:	BANCROFT (US1)	Runway Surface Type:	Asphalt
Airport Elevation:	5435 ft	Runway Surface Condition:	Snow--dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2500 ft / 25 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WALLACE L STRIPLING	Report Date:	
Additional Participating Persons:			
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 pubinq@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](#).