



National Transportation Safety Board Aviation Accident Final Report

Location:	STEVENSON, WA	Accident Number:	SEA84FA064
Date & Time:	03/01/1984, 0835 PST	Registration:	N735KE
Aircraft:	CESSNA U206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT INITIATED A FLT IN WEATHER WITH LOW VISIBILITY, RAIN AND FOG. THE PLT HAD REPORTEDLY CHECKED THE WEATHER BUT DECIDED TO FLY ANYWAY. ABOUT 30 MINUTES AFTER TAKEOFF WHILE THE PLT WAS MANEUVERING AT LOW ALT, THE ACFT CRASHED IN A RIVER. THE ACFT SANK IN 65 FT OF WATER AND WAS NOT RECOVERED. AT THE TIME OF THE ACCIDENT, THE WATER WAS REPORTED TO HAVE BEEN 'GLASSY SMOOTH.'

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - FOG
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: UNKNOWN

Findings

7. (F) TERRAIN CONDITION - WATER, GLASSY
8. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/03/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	106 hours (Total, all aircraft), 25 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N735KE
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	206604933
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	07/07/1983, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	505 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520
Registered Owner:	AMEADA MINING AND CONSTRUCTION	Rated Power:	300 hp
Operator:	AMEADA MINING AND CONSTRUCTION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CZK, 151 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0831 PST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Thin Broken / 2000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 4000 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:	6°C / -18°C
Precipitation and Obscuration:			
Departure Point:	TROUTDALE, OR (TTD)	Type of Flight Plan Filed:	None
Destination:	LA GRANDE, OR (LGD)	Type of Clearance:	None
Departure Time:	0812	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 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 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](#).