



National Transportation Safety Board Aviation Accident Data Summary

Location:	DIXIE, ID	Accident Number:	SEA83LA070
Date & Time:	04/01/1983, 0830 MST	Registration:	N2958W
Aircraft:	PARTENAVIA P68C/TC	Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE ACFT STALLED, DRAGGED THE LEFT WING AND COLLIDED WITH A FENCE DURING LANDING. A 2ND PILOT WITH LIMITED MULTI-ENGINE EXPERIENCE WAS MAKING THE LANDING. WHEN POWER WAS REDUCED ABOUT 10 FEET ABOVE THE THRESHOLD, THE ACFT STALLED. THE LEFT MAIN GEAR AND THE LEFT WING TIP MADE GROUND CONTACT. THE PILOT-IN-COMMAND TOOK CONTROL AND TRIED TO CORRECT THE SITUATION WITH POWER, BRAKE AND RUDDER. IN SPITE OF HIS EFFORTS, THE LEFT WING STRUCK A FENCE POLE AND THE ACFT ROTATED LEFT INTO THE FENCE. DUE TO THE TERRAIN, A LEFT TURN (DOG LEG) WAS REQUIRED ON FINAL APPROACH, JUST PRIOR TO LANDING. THE PILOT-IN-COMMAND STATED THAT HE DID NOT SEE THE GRASS RUNWAY UNTIL THE OTHER PILOT MADE A TURN TO LAND.

Probable Cause

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - COPILOT/SECOND PILOT
3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - COPILOT/SECOND PILOT
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. (C) AIRSPEED - NOT MAINTAINED - COPILOT/SECOND PILOT
8. (C) STALL - INADVERTENT - COPILOT/SECOND PILOT

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

9. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

10. (F) OBJECT - FENCE

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
Flight Time:	4485 hours (Total, all aircraft), 75 hours (Total, this make and model), 4485 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PARTENAVIA	Registration:	N2958W
Model/Series:	P68C/TC P68C/TC	Engines:	2 Reciprocating
Operator:	MIRA SLOVAK AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A1B6
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BOI, 2858 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	5°C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	CASCADE, ID (U70)	Destination:	DIXIE, ID (69U)

Airport Information

Airport:	MACKAY BAR (69U)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:	1900 ft / 200 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Adopted 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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