



National Transportation Safety Board Aviation Accident Final Report

Location:	Caldwell, ID	Accident Number:	GAA19CA545
Date & Time:	09/13/2019, 1245 MDT	Registration:	N4746F
Aircraft:	Cessna P206	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane touched down about midfield on the 1,900-ft-long private, dirt airstrip. The airplane overran the end of the runway and impacted a drainage culvert. The airplane sustained substantial damage to the left wing. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's improper approach, which resulted in a long landing, a runway overrun, and collision with a drainage culvert.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Object/animal/substance - Effect on operation (Cause)

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/03/2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 625 hours (Total, all aircraft), 70 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4746F
Model/Series:	P206 B	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P206-0346
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3605 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO 520 SERIES
Registered Owner:	Jil Llc	Rated Power:	285 hp
Operator:	Jil Llc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KEUL, 2429 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1756 UTC	Direction from Accident Site:	114°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	22° C / 9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARSON CITY, NV (CXP)	Type of Flight Plan Filed:	None
Destination:	Caldwell, ID	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.725556, -116.866944 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/17/2020
Additional Participating Persons:	Patrick Darling; FAA; Boise, ID		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100259		

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](#).