



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	HAILEY, ID	<b>Accident Number:</b>	DCA83AA010
<b>Date &amp; Time:</b>	01/03/1983, 0905 MST	<b>Registration:</b>	N805C
<b>Aircraft:</b>	CANADAIR CL-600-1A11	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

---

## Analysis

THE ACFT CRASHED INTO THE SIDE OF A MOUNTAIN RIDGE DURING A VFR ATTEMPT TO LAND AT AN ARPT WITH NO INSTRUMENT APPROACH. THE MOUNTAIN RIDGE WAS OBSCURED BY BROKEN CLOUDS. THE PLT HAD CANCELLED HIS IFR CLEARANCE, & DURING THE DESCENT TO THE ARPT, HE HAD DESCENDED BELOW CLOUDS NEAR THE ARPT WITH CLOUDS STILL OBSCURING SOME OF THE TERRAIN. ONE MILE VISIBILITY WAS A REQUIREMENT FOR THE VFR APPROACH. ACCORDING TO WITNESS STATEMENTS, THE ACFT CONTINUED TO REMAIN BELOW THE CLOUDS & THE PLT CONTINUED THE APPROACH EVEN THOUGH HE WAS NOT PROPERLY POSITIONED TO MAKE A SUCCESSFUL LANDING. THE PLT HAD A PARTIAL OCCLUSION OF A CORONARY ARTERY, BUT ITS RELATIONSHIP TO THE ACCIDENT WAS NOT DETERMINED. THE ACFT IMPACTED AT ABOUT 6250 FT MSL. THE FIELD ELEVATION IS 5315 FT MSL. THE ACCIDENT SITE WAS ABOUT 2 1/2 MI FROM THE ARPT. THE ARPT WAS LOCATED IN A MOUNTAIN VALLEY ABOUT 1 TO 1.25 MI WIDE. ALSO, THE ARPT & SURROUNDING TERRAIN WERE COVERED WITH SNOW.

## 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: APPROACH

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH TERRAIN
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - LOW CEILING
5. (C) VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

### Findings

6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (F) TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/08/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19239 hours (Total, all aircraft), 57 hours (Total, this make and model), 19000 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CANADAIR	<b>Registration:</b>	N805C
<b>Model/Series:</b>	CL-600-1A11 CL-600-1A1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	1037
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	40400 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	ALF-502-L2
<b>Registered Owner:</b>	A.E. STALEY MANUFACTURING CO.	<b>Rated Power:</b>	7500 lbs
<b>Operator:</b>	A.E. STALEY MANUFACTURING CO.	<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:	Scattered / 1000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7° C / -18° C
Precipitation and Obscuration:			
Departure Point:	DECATOR, IL (DEC)	Type of Flight Plan Filed:	IFR
Destination:	FRIEDMAN MEMOR., ID (SUN)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	FRIEDMAN MEMORIAL (SUN)	Runway Surface Type:	Asphalt
Airport Elevation:	5315 ft	Runway Surface Condition:	Snow--dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6600 ft / 100 ft	VFR Approach/Landing:	Valley/Terrain Following; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN G YOUNG	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 <a href="mailto:pubinq@ntsb.gov">pubinq@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](#).