

# BC Accident Statistics

✧ Flying is the ✧  
2ND GREATEST thrill  
KNOWN to man.  
LANDING is the 1st.

# Accidents / Fatalities

## NTSB Data (as of 4/20/2014)

YEAR	Total State / BC	FATAL STATE / BC
2000	34 / 8	13 / 1
2001	24 / 3	7 / 4
2002	48 / 13	17 / 6
2003	52 / 15	21 / 11
2004	41 / 6	8 / 2
2005	38 / 7	12 / 4
2006	31 / 6 4 killed in forest service Helicopter, Yellowpine.	6 / 0 (2 killed in one plane VFR in IFR conditions out of Couer d'lane
2007	41 / 10 (Nampa had 4) 5 Helicopter	4(6) / 1(1) accidents (fatalities)
2008	34 / 8	3 (5) 3 in McCall C172's / 0 BC (2 very serious)
2009	38 / 10	6 (7) / 2 (3)
2010	38 / 12	5 (8) / 2 (3)
2011	34 / 9	5 (12) / 2 (5) 2 Stanley, 3 Simpson/Soda Sp.
2012	39 / 11	5 / 1 (Moose Cr)
2013	32 / 12	12 / 9 (5 in Dale Smith accident, 3 MYL Air)
2014	01 / 0	0 / 0



# BC Accident Summary - 2013

Event Date	Location	Make/Model	Event Severity	Comments
12/1	Yellow Pine, ID	BEECH B36TC	Fatal(5)	Departed KBKE with known icing, turbulence, Mtn Obscuration. Continued flying into icing conditions until loss of engine and subsequent stall/spin into terrain.
11/6	Donnelly, ID	CESSNA U206F	Fatal(3)	Departed KMYL with in MVFR conditions, continuing in IFR until loss of control and crash into terrain.
9/7	Cascade, ID - remote dirt airstrip	KITFOX-SERIES 7	Nonfatal	while on short final, the airplane encountered a downdraft which resulted in a touchdown short of the runway. After impact the airplane nosed over.
9/1	Homedale, ID - private grass airstrip	BEECH C-50	Nonfatal	The pilot reported that this was the first time landing his multi-engine airplane on his private grass airstrip. The flight handbook revealed that the required landing distance was about equal to the full length of the runway. the airplane touched down short of the runway and struck a fence post with the left wing, which resulted in substantial damage.
7/14	Cascade, ID - remote dirt airstrip	CESSNA A185F	Nonfatal	The pilot reported that while landing as he turned to final approach, the runway was obscured by the glare of the morning sun. As he continued the approach, about 30 feet above the ground, the right wing struck trees that were next to the runway. The airplane sustained substantial damage.
7/2	Garden Valley, ID	Dorman Bakeng	Nonfatal	Loss of oil/engine failure after take off from runway 28. At ~750 AGL in crosswind leg, attempt to return to 10 ended up short, impacting vegetation and the ground and ended upright about 30 feet from threshold end of the runway
6/28	Yellow Pine, ID	PIPER PA-28R-200 (Arrow)	Fatal(1) Serious(1)	Mid-air collision on final approach to JC. Piper Pacer took inside approach, while the Arrow took the long approach over Yellow Pine. Witnesses located adjacent to the accident site reported observing both the PA-22-135 and the PA-28R-200 collide at an altitude of about 50 feet above ground level just before the threshold of Runway 17. Subsequently, both airplanes were observed descending into terrain
6/28	Yellow Pine, ID	PIPER PA-22-135 (Pacer)	2 Serious	

# BC Accident Summary - 2013

Event Date	Location	Make/Model	Event Severity	Comments
6/21	McCall, ID - remote dirt airstrip	AVIAT AIRCRAFT INC A-1A	Nonfatal	The purpose of the flight was to practice landings with a certified flight instructor at various back country airstrips. After three uneventful landings, the pilot circled over a fourth landing strip and noted that she needed to maintain the airplane's minimum approach airspeed to be able to land on the short runway; While on short final, about 25 feet above the ground, the airplane stalled and started to descend. The pilot added power; however, the airplane subsequently landed hard and sustained substantial damage to the left wing.
6/16	Coolin, ID Priest Lake	PIPER PA-28-140 Cherokee 140	Nonfatal	After turning right base for landing, he realized that he was too close in to the runway, so he reduced the power to idle, turned a 0.5-nautical-mile final approach, and added full flaps. Prior to touchdown, he realized that he was running out of runway, and that it was too late to go around due to trees at the end of the runway. The airplane subsequently touched down, pilot applied brakes and tried to ground loop the airplane, but the landing gear struck one of the horizontal log railings at the end of the runway. The left wing and all three landing gear separated
6/14	Salmon, ID- Grass runway	CESSNA T210N SP Aircraft	Nonfatal (4) uninjured	The pilot reported that during the landing rollout on the wet grass runway, the left main landing gear collapsed after it struck a mud hole. The left elevator and horizontal stabilizer were substantially damaged.
4/9	Moose Creek Ranger Station, ID	PIPER PA-22-150 Pacer	Nonfatal	While on short final, and beyond the point where he could accomplish a safe go-around, he realized that he was landing with a tailwind. He saw some deer that had emerged from the trees and were on the runway and had to add power to avoid them. He continued the landing, and after touchdown, he applied heavy braking in an attempt to prevent the airplane from overrunning the runway. The airplane subsequently nosed over and came to rest inverted.
4/7	Cottonwood, ID	CESSNA A185E	Nonfatal	The pilot reported that during the takeoff ground roll from the private grass airstrip, the airplane's left main tire and the tailwheel struck a rock that was partially hidden by the tall grass. The pilot continued the takeoff, proceeded to the destination airport, and landed uneventfully. After landing, the rudder was found substantially damaged

# Notable Accidents - 2013

Event Date	Location	Make/Model	Event Severity	Comments
6/22	Idaho Falls	PIPER PA-30 Twin Comanche	Fatal(2) Serious (1)	The controller from the Control Tower reported that after clearing the accident airplane for takeoff, she watched as the airplane started it's takeoff roll and subsequent climb about 3,000 feet down the runway. She turned her attention to inbound traffic and shortly after heard an airplane's engine revving up. She looked in the direction of the sound and saw dust in the air in the area of the accident site. Witnesses adjacent to the accident site reported observing the airplane depart runway 17 and that it sounded like the engines were "surging and popping." Witnesses stated that the airplane climbed to an altitude of about 150 feet above ground level, and turned to the right, in a steep turn toward a small open grass lot. Subsequently, the airplane impacted terrain near an office building and about 1,000 feet southeast of the terminal building at IDA.
8/18	Cataldo	Rand Robinson Engineering KR-2	Fatal(1)	Spin into terrain. From on-board video recovered at the accident. The first part of the flight was uneventful with the pilot performing some turns and steep banked maneuvers. Upon reaching the geographical area where the accident occurred, the pilot initiated an intentional spin, throttling the engine to idle, pulling on the carburetor heat, and increasing the nose up attitude of the airplane until it stalled and entered a spin to the left. During the first few rotations the engine quit, and the propeller stopped turning. After several rotations the spin stabilized about 20 degrees nose down, and remained in the steady state until impact. During the descent the pilot was observed attempting various control inputs without effect. During a telephone conversation with the NTSB IIC on October 15, the owner of nVAero stated that he was aware of the accident airplane, and knew that the airplane was equipped with a Continental aircraft engine. He said the Continental engine is heavier than the recommended VW engine. He further stated that he had spun other KR 2 airplanes in the past, and that the spin and recovery Characteristics of the "stock" airplanes (meaning plans/kit built airplanes adhering closely to build specification and engine recommendations) were similar to other low-wing light airplanes. He said due to the modifications on the accident airplane, he could not speak to its spin characteristics.
9/19	Idaho Falls	BEECH C90 - A King Air	Serious (1) minor (2)	The flight originated in IDA to BOI. On return from BOI, after a stop in PIH to let off a passenger, the airplane impacted level terrain and an irrigation ditch about 1.2 miles short of the runway at ADA. The landing gear, one propeller

# BC Accident Summary - 2013

- December 01, 2013 in Yellow Pine, ID, Aircraft: BEECH B36TC, registration: N36ML  
On December 1, 2013, at 1303 mountain standard time, a Beech B36TC, N36ML, lost radar and radio communication in the vicinity of Johnson Creek Airport (3U2) Idaho. The instrument rated private pilot and his four passengers perished. Instrument meteorological conditions prevailed and an instrument flight rules flight plan was filed for the personal flight. The cross-country flight originated from Baker City, Oregon, about 1225 with an intended destination of Butte, Montana. Airmets for Icing, Turbulance, and Mountain Obscuration were in effect at the time.

Preliminary information provided from the Federal Aviation Administration (FAA) Air Route Traffic Control Center (ARTCC) revealed that the pilot was issued an IFR clearance to Butte, Montana with a cruise altitude of 13,000 feet mean sea level (msl). As the flight was about 15 miles east of the Donnelly VOR, the controller noticed that the airplane deviated from his course and questioned the pilot. The pilot reported that he was picking up significant icing and requested to descend to 11,000 feet msl. The controller subsequently cleared the pilot to descend to the minimum vectoring altitude (MVA) of 12,000 feet msl.

Shortly after, the pilot requested to divert to Salmon, Idaho, and was subsequently issued clearance to the Lemhi County Airport, Salmon, Idaho. The controller observed the airplane descend below 11,900, which was the minimum safe altitude warning (MSAW) and issued an alert to the pilot. The pilot informed the controller he was having engine problems and was unable to maintain altitude and requested to divert to McCall, Idaho. The controller suggested headings for McCall and provided the location of Johnson Creek Airport. Subsequently, radar and radio contact was lost about 0.5 miles northeast of 3U2 at an altitude of 10,100 feet msl. The FAA issued an alert notice (ALNOT) at 1328.

# BC Accident Summary - 2013

- Aircraft: CESSNA U206F, registration: N206KL

Injuries: 3 Fatal.

On November 6, 2013 about 0910 mountain standard time, a Cessna 206, N206KL, impacted terrain about 10 miles east of Donnelly, Idaho. The commercial pilot and two passengers were fatally injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed for the flight, which operated on a company flight plan. The flight originated from McCall Municipal Airport (MYL), McCall, Idaho, at 0900 with a destination of Lower Loon Creek Airport (C53), Challis, Idaho.

The airplane was the subject of an Alert Notice (ALNOT) when the Air Force Rescue Coordination Center received notification of an activated emergency locator transmitter (ELT) southwest of MYL. Weather initially hindered the search and rescue operations. The airplane was located on November 8, 2013, at an elevation of about 8,000 feet mean sea level on steep, densely wooded, and snowy terrain.

The nearest weather reporting facility, MYL, was located about 14 miles to the northwest of the accident sight. At 1551, on November 6, weather was reported as calm wind, 9 statute miles of visibility, few clouds at 300 feet above ground level (agl), broken clouds at 2,500 feet agl, and overcast clouds at 3,200 feet agl. The temperature was -1 degrees C, and dew point was -2 degrees C, with an altimeter setting of 30.29 inches of mercury.

# BC Accident Summary - 2013

- August 18, 2013 in Cataldo, ID, Aircraft: NELSON KR-2, registration: N9028Q Injuries: 1 Fatal.

On-board Video Recorder. During the examination of the airplane at the accident site, a Contour Roam 2 video recorder was found in the wreckage. The examination revealed that the video recorder was undamaged, and contained numerous video files. The two most recent files pertained to the accident flight. The recorder was mounted in the airplane at the rear of the cabin/cockpit, essentially looking over the pilot's right shoulder. The instrument panel and some flight controls are visible in the foreground, with the pilot on the left. The second file, FILE0006.mp4, was 3 hours and 47 minutes in duration, and captured the accident flight from taxi to the impact at the accident site.

Essentially, the first part of the flight was uneventful with the pilot performing some turns and steep banked maneuvers. Upon reaching the geographical area where the accident occurred, the pilot initiated an intentional spin, throttling the engine to idle, pulling on the carburetor heat, and increasing the nose up attitude of the airplane until it stalled and entered a spin to the left. During the first few rotations the engine quit, and the propeller stopped turning. After several rotations the spin stabilized about 20 degrees nose down, and remained in the steady state until impact. During the descent the pilot was observed attempting various control inputs without effect.

During a telephone conversation with the NTSB IIC on October 15, the owner of nVAero stated that he was aware of the accident airplane, and knew that the airplane was equipped with a Continental aircraft engine. He said the Continental engine is heavier than the recommended VW engine. He further stated that he had spun other KR 2 airplanes in the past, and that the spin and recovery characteristics of the "stock" airplanes (meaning plans/kit built airplanes adhering closely to build specification and engine recommendations) were similar to other low-wing light airplanes. He said due to the modifications on the accident airplane, he could not speak to its spin characteristics.



# BC Accident Summary - 2013

- Friday, June 28, 2013 in Yellow Pine, ID  
Aircraft: PIPER PA-28R-200, registration: N2108T  
Injuries: 1 Fatal, 3 Serious.

On June 28, 2013, about 0948 mountain daylight time, a Piper PA-22-135, N1540P, and a Piper PA-28R-200, N2108T, collided midair while on final approach to landing at the Johnson Creek Airport (3U2), Yellow Pine, Idaho. The PA-22-135 was registered to the pilot and the PA-28R-200 was registered to a private individual. The private pilot of the PA-22-135 and his pilot rated passenger sustained serious injuries. The private pilot of the PA-28R-200 sustained serious injuries and his passenger, his infant son sustained fatal injuries. The PA-22-135 originated from the Flying B Ranch (12ID), about 0800 and the PA-28R-200 originated from Bountiful, Utah, at an undetermined time. Both airplanes had an intended destination of 3U2.

Witnesses located adjacent to the accident site reported observing both the PA-22-135 and the PA-28R-200 collide at an altitude of about 50 feet above ground level just before the threshold of Runway 17. Subsequently, both airplanes were observed descending into terrain.

Examination of the accident site revealed that both airplanes came to rest within about 50 feet of each other. The main wreckage was located about 225 feet from the approach end of runway 17, along the eastern edge of the runway. The debris path was about 410 feet in length and oriented on an approximate heading of about 160-degrees magnetic. All major structural components were located within the debris path. The wreckage of both airplanes were recovered to a secure location for further examination.

# BC Accident Summary - 2013

- Accident occurred Saturday, June 22, 2013 in Idaho Falls, ID  
Aircraft: PIPER PA-30, registration: N830SS  
Injuries: 2 Fatal, 1 Serious.

On June 22, 2013, about 1335 mountain daylight time, a Piper PA-30, N830SS, collided with the ground shortly after takeoff from runway 17 at the Idaho Falls Regional Airport (IDA), Idaho Falls, Idaho. The private pilot and one passenger were fatally injured and one passenger was seriously injured. Visual meteorological conditions prevailed and a flight plan was not filed. The flight was originating at the time of the accident, with an intended destination of Jackson Hole Airport, Jackson, Wyoming.

In a written statement, a controller from the Air Traffic Control Tower reported that after clearing the accident airplane for takeoff, she watched as the airplane started its takeoff roll and subsequent climb about 3,000 feet down the runway. The controller stated that she turned her attention to inbound traffic and shortly after heard an airplane's engine revving up. She looked in the direction of the sound and saw dust in the air in the area of the accident site.

Witnesses adjacent to the accident site reported observing the airplane depart runway 17 and that it sounded like the engines were "surging and popping." Witnesses stated that the airplane climbed to an altitude of about 150 feet above ground level, and turned to the right, in a steep turn toward a small open grass lot. Subsequently, the airplane impacted terrain near an office building and about 1,000 feet southeast of the terminal building at IDA.

# BC Accident Summary - 2013

Tuesday, April 09, 2013 in Moose Creek Ranger Station, ID Aircraft:

PIPER PA-22-150, registration: N3505P

Injuries: 1 Uninjured.

- The pilot reported that he overflowed the turf airstrip and observed the windsock, which indicated "little to no wind." While on short final, and beyond the point where he could accomplish a safe go-around, he realized that he was landing with a tailwind. He saw some deer that had emerged from the trees and were on the runway and had to add power to avoid them. He continued the landing, and after touchdown, he applied heavy braking in an attempt to prevent the airplane from overrunning the runway. The airplane subsequently nosed over and came to rest inverted. The vertical stabilizer, the rudder, and the top of both wings sustained substantial damage. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.
- The National Transportation Safety Board determines the probable cause of this accident to be: The pilot's use of excessive braking after landing with a tailwind and after an extended touchdown to avoid deer on the runway.

Accident occurred Saturday, September 07, 2013 in Cascade, ID

Aircraft: KITFOX-SERIES 7, registration: N7075Z

Injuries: 1 Uninjured.

The pilot reported that during a landing at a remote dirt airstrip, while on short final, the airplane encountered a downdraft which resulted in a touchdown short of the runway. After impact the airplane nosed over. The airplane sustained substantial damage to the fuselage frame, the rudder, vertical stabilizer, and the engine mounts. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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

The pilot's failure to maintain a proper glide path, which resulted in a touchdown short of the runway.

- Accident occurred Sunday, September 01, 2013 in Homedale, ID  
Probable Cause Approval Date: 12/19/2013  
Aircraft: BEECH C-50, registration: N212G  
Injuries: 1 Uninjured.
- NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.
- The pilot reported that this was the first time landing his multi-engine airplane on his private grass airstrip. The flight handbook revealed that the required landing distance was about equal to the full length of the runway. The pilot reported performing a stabilized approach, with an intended touchdown point 200 feet down the runway. As he approached short final, the airplane began to sink, and he increased engine power. This did not arrest the descent, so he applied full engine power; however, the airplane touched down short of the runway and struck a fence post with the left wing, which resulted in substantial damage. The pilot reported no mechanical malfunctions or failures with the airframe or engine that would have precluded normal operation, and further stated that the accident could have been avoided if he had performed a go-around at the first indication of altitude loss.

# BC Accident Summary - 2013

Accident occurred Tuesday, July 02, 2013 in Garden Valley, ID  
Aircraft: Dorman Bakeng, registration: N39796  
Injuries: 2 Uninjured.

On July 2, 2013, about 0800 mountain daylight time, an experimental amateur-built Bakeng Deuce airplane, N79396, was substantially damaged when it impacted vegetation and terrain near Garden Valley airport (U88), following a complete loss of engine power shortly after takeoff. The owner/pilot and his passenger were not injured.

According to the pilot, he based the airplane at Salt Lake City International Airport (SLC), and had flown to U88 several times previously. On the accident trip, he originally left SLC for U88 on Saturday, June 29, stopped once for fuel, and landed at U88 later that same day. On Sunday June 30 he flew to another airport in Idaho, where he and the airplane remained overnight, before returning to U88 on Monday morning. Later that day, he made an out and back flight from U88 to obtain fuel. All flights were uneventful, and during preflight inspections, the engine oil quantity remained at about the 5 1/2 quart level, which was normal for the engine.

On the morning of the accident, the pilot's brother, who was also a pilot, joined him for a planned flight. The preflight inspection indicated that the engine oil quantity was about 5 1/2 quarts. The airplane was equipped with dual flight and engine controls. The brother took the rear seat, which was the primary pilot seat in the airplane. The brother conducted the engine start, taxi out, and run-up; all were normal. The brother performed the takeoff from runway 28. When the airplane was on the crosswind leg, the pilot queried his brother why they weren't climbing as well as he expected, and the brother responded that he was "losing rpms." The pilot took control of the airplane, and turned back towards the airport. When the airplane was about 750 feet above the ground, the engine ceased operating. Since the airplane could not be started from the front seat, the pilot asked the brother to attempt a restart, but attempts were unsuccessful. The pilot then attempted to land the airplane on runway 10 (the opposite direction of the takeoff), but the airplane struck vegetation and the ground short of the runway. It came to rest upright, about 30 feet from the runway threshold.

Postaccident examination by the pilot and an inspector from the Federal Aviation Administration (FAA) revealed an oil streak on the left side of the airplane that extended aft from the cowling. Examination of the airport revealed an oil spray pattern on the ground along the taxi-out, run-up, and takeoff path. Examination of the uncowed engine revealed that the oil had emanated from an undetermined location near or on the aft face of the oil cooler, which was mounted just forward of the firewall. The airplane was equipped with a Lycoming O-320 series engine. The pilot was not the builder of the airplane, and he had purchased it about 1 year prior to the accident.

# BC Accident Summary - 2013

Accident occurred Friday, June 21, 2013 in McCall, ID  
Aircraft: AVIAT AIRCRAFT INC A-1A, registration: N26HV  
Injuries: 1 Minor, 1 Uninjured.

The pilot reported that the purpose of the flight was to practice landings with a certified flight instructor at various back country airstrips. After three uneventful landings, the pilot circled over a fourth landing strip and noted that she needed to maintain the airplane's minimum approach airspeed to be able to land on the short runway; she then entered the traffic pattern. While on short final, about 25 feet above the ground, the airplane stalled and started to descend. The pilot added power; however, the airplane subsequently landed hard and sustained substantial damage to the left wing. The pilot reported no mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause of this accident to be: The pilot's failure to maintain adequate airspeed while on approach for landing, which resulted in a loss of airplane control and a hard landing.

Accident occurred Friday, June 14, 2013 in Salmon, ID  
Aircraft: CESSNA T210N, registration: N6993N  
Injuries: 4 Uninjured.

The pilot reported that during the landing rollout on the wet grass runway, the left main landing gear collapsed after it struck a mud hole. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. The left elevator and horizontal stabilizer were substantially damaged.

The National Transportation Safety Board determines the probable cause of this accident to be: The pilot's decision to land on a wet grass airstrip, which resulted in a main landing gear collapse after a collision with rough terrain.



# BC Accident Summary - 2013

Accident occurred Sunday, June 16, 2013 in Coolin, ID

Probable Cause Approval Date: 09/05/2013

Aircraft: PIPER PA-28-140, registration: N199

Injuries: 1 Uninjured.

The pilot reported that prior to arrival at the airport he received a calm wind report from a nearby airport. After turning right base for landing, he realized that he was too close in to the runway, so he reduced the power to idle, turned a 0.5-nautical-mile final approach, and added three notches of flaps. Prior to touchdown, he realized that he was running out of runway, and that it was too late to go around due to obstacles (trees) at the end of the runway. The airplane subsequently touched down, and the pilot retracted the flaps, turned off the ignition, and applied the brakes. The pilot tried to ground loop the airplane, but the landing gear struck one of the horizontal log railings at the end of the runway. The airplane bounced onto and skidded across an asphalt road and into some scrub brush and saplings. The left wing and all three landing gear separated. The pilot stated that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. The National Transportation Safety Board determines the probable cause of this accident to be: The pilot's failure to maintain an adequate glide path, which led to a runway excursion and collision with objects.

Accident occurred Sunday, July 14, 2013 in Cascade, ID

Probable Cause Approval Date: 09/12/2013

Aircraft: CESSNA A185F, registration: N185BW

Injuries: 1 Uninjured.

The pilot reported that while landing at a remote dirt airstrip, as he turned to final approach, the runway was obscured by the glare of the morning sun. As he continued the approach to land, about 30 feet above the ground, the right wing struck trees that were next to the runway. The airplane sustained substantial damage to the wings and to the landing gear boxes. The pilot stated that had he flown a longer final he would have been able to assess the situation better. The National Transportation Safety Board determines the probable cause of this accident to be: The pilot's failure to maintain clearance from trees during final approach due to the sun glare that obscured the pilot's vision.

# Dangers of Mountain Flying





# Soilder Bar Accident - at Jonson Cr. 6-23-2012





# Moose Creek Accident

## 6-28-2012



# Bruce Meadows Accident

## 6-30-2012





# Warren Cr Drainage After leaving MacKay 8-20-2012















Soft in the middle of the runway  
- New Meadows





C182 - Overloaded -tailwind - take off stall



8 5 '02

P210 - Too Low Approach - Sinking Air





# Donnelly plane crash



Star-News Photo by Ben Salmon

# BC Accident Summary - 2011

- Simpson (Grace/Soda Spr). 7/18/2011 **3 FATALITIES** At 1746 mountain daylight time, a Mooney M20C, N6855N, impacted terrain while on approach to Simpson Airport (ID62). According to witnesses traveling south on highway 34, the airplane flew overhead, made a slight right bank, and then banked to the left back toward the runway. The witnesses reported that they were able to hear the engine as it passed overhead; there were no unusual sounds coming from the engine. They also stated that the landing gear was in the UP position. From their perspective, the witnesses indicated that the airplane was in **a 45-degree bank** as it turned back toward the runway. The airplane **rotated so that the top of the fuselage was visible to the witnesses**, and then it dropped behind sagebrush. The witnesses saw a cloud of smoke; they called 911, and responded to the site to render aid until emergency medical services (EMS) arrived. The witnesses further reported that the weather was clear with no wind.
- Cavanaugh Bay 8/23/2011 Cessna 150 **Serious Injury**. At 1138 Pacific daylight time, crashed 150 yards east of the southern running dirt landing strip at Cavanaugh Bay, Idaho. Witnesses reported to that they observed the airplane while it was approaching the dirt landing strip. One witness stated that he saw the **airplane's left wing dip down, then the airplane pitched up into a high angle of attack, and descended vertically**; he then lost sight of it behind some trees. Visual meteorological conditions prevailed and no flight plan had been filed. The flight originated from Chatteroy, Washington, around 0900.
- Mile Hi 8/25/2011 PA-18 Super Cub Pvt Pilot 6170 PIC/ 2170 M&M 10:30 Mtn Time the left landing gear collapsed during landing on a remote grass/turf airstrip. After the **landing gear collapsed**, the airplane **veered to the left and impacted a tree**. The pilot stated that there were no mechanical malfunctions or anomalies with the airplane during the flight. The reason for the landing gear collapse was not determined.
- Hungry Ridge Ranch Airport (Grangeville) 8/28/2011 0620 PDT Cessna 170A **Serious Injury** Private Pilot 570 TT/570 M&M The pilot stated that he took off from the remote grass airstrip, which had **80-foot-tall pine trees along both sides**. Shortly after takeoff the **pilot heard a bang and the airplane veered right**. The pilot tried to correct the flight path; however, the airplane descended and impacted pine trees about 300 feet east of the departure end of the airstrip. The pilot was able to extract himself from the cockpit before the airplane was consumed by a post accident fire. A federal Aviation Administration inspector and the county sheriff inspected the control cables of the airplane and found them all to be connected and continuous between the flight control surfaces and the cockpit controls.
- Atlanta 8/29/2011 Cessna 172F . Pvt Pilot **180 hr PIC/140 M&M**. According to the pilot, on short final approach to runway 34 in his **145-horsepower Cessna 172F**, he realized that his **approach path was too high, so he attempted to go around**. After full engine power was applied, he recognized that he had insufficient distance from the approaching trees and terrain to perform a go-around. Therefore, he aborted the maneuver and forced the airplane onto the ground in a clearing beyond the departure end of the runway. The airplane impacted the ground hard, breaking wing and fuselage structure. **The pilot reported that he was unfamiliar with the airport**, and he had not read the published remarks for the airport in its Airport Facility Directory. The remarks state, in pertinent part, that the airport is recommended for use by "mountain proficient pilots using high performance aircraft." It also states "no go-around due to rising terrain and trees." Nine thousand foot mountains are located within 5 miles from northwest through southeast of the 5,500-foot mean sea level airport.

# BC Accident Summary - 2011

- Stanley, 9/12/2011 Cessna 182H **2 FATALITIES** about 2300 mountain daylight time, a Cessna 182H, , **impacted the terrain** about four miles west of Stanley, Idaho. The flight departed Salmon, Idaho, about 40 minutes prior to the accident, was being operated in **night visual** meteorological conditions. According to witnesses in the area, the airplane sounded as if it was circling the area at a fairly low altitude, when the engine began to sound as if the pilot had applied full power. Soon thereafter, witnesses heard the sound of an impact. They further stated that **it had been raining lightly around the area most of the evening, and that a low level mist was present** in the area at the time of the impact.
- Ashton 11/20/2011 American Champ The student pilot reported that he approached the privately-owned, rough grass airstrip and observed that it was **covered with snow**. After evaluating the snow's depth as being only a few inches, the pilot landed. During the landing roll, the airplane decelerated quickly and nosed over, bending the vertical stabilizer, wings, and lift struts. After exiting the airplane, the pilot realized that the snow was between 6- and 8-inches deep. The student pilot's certified flight instructor reported that he had not endorsed the student's flight record logbook in over 90 days, and he had not authorized the student to fly to the accident airport. **The student was not current in the airplane.**
- Hailey 11/29/2011 Piper PA 32RT **Serious injuries** About 1900 mountain standard time, the aircraft **impacted the terrain** about one mile east of Friedman Memorial Airport, Hailey, Idaho. The pilot received minor injuries, his passenger received serious injuries, and the airplane, which was owned and operated by the pilot, sustained substantial damage. The flight had just departed Hailey for Nampa, Idaho, was being operated in night visual meteorological conditions. According to the pilot, during the initial climb over the valley that extends south from Hailey, he was **focused on trying to get the autopilot system set** up in a manner that would allow it to be used to direct the airplane to Nampa. During the time that the pilot was focused on the autopilot, the airplane began turning to the left without him being aware of it. As the airplane continued to turn, it approached the steeply rising terrain to the east of the airport. The passenger, who was looking outside, noticed the oncoming terrain and made the pilot aware of the situation. When the pilot saw the terrain, he quickly reached the conclusion that he was not going to be able to avoid it, so he **maneuvered the airplane into a controlled crash.**
- Warm Springs 12/10/2011 Cessna 182 The pilot reported that he determined that the **snow-covered runway** was suitable for landing, based, in part, upon overflying it and seeing snowmobile tracks, which indicated to him that the surface was firm enough. After touching down on the main landing gear, the pilot held the nosewheel off the ground with full-aft elevator pressure, but, when the nosewheel settled, **the airplane pitched down violently**. It traveled for about 80 feet in the nose-down attitude before it **abruptly nosed over, sustaining substantial damage** to the right wing and rudder. The pilot indicated that there were no mechanical issues with the airplane that would have precluded its normal operation.



# BC Accident Summary - 2010

- Dixie – 2/26/2010 C185 ATP 29,000 Hrs, MYL After arriving at the airport, the Cessna 185 pilot overflew the runway and requested that a friend on the ground check the condition of the snow-covered runway, which was reported as being in excellent condition, smooth and well-compacted. The Cessna 185 pilot landed and taxied to the end of the runway where he turned his airplane around and shut it down. The experimental FK1, which was **equipped with skis** instead of wheels, landed and was not slowing at the rate the pilot expected. The pilot said that, because of a lack of rudder effectiveness, the experimental **Kitfox veered uncontrollably to the left and struck the other airplane head on**. The Cessna 185 sustained structural damage to the firewall.
- Dixie – 2/26/2010 Kit Fox ATP 6,000 Hr. Alaska.
- Smiley Cr. 4/10/2010 C150 High Time Pilot 4900 Tot / 250 M&M. Boise, ID. The pilot reported that he intended to fly his airplane on a cross-country flight over high mountainous terrain. After takeoff, the pilot climbed to 9,500 feet mean sea level (msl) in order to fly over mountains. He subsequently descended to 8,500 feet msl, and then he attempted to climb back to 9,500 feet to clear additional mountains. This second climbing effort diminished his fuel reserve, so the pilot opted to divert to a 7,160-foot msl uncontrolled airport short of his destination. While flying over the airport to evaluate its runway's condition, the pilot noted that the runway was covered with snow. The pilot opined that because of the airplane's low fuel state, it was prudent for him to land. The pilot made a soft-field landing on the runway. During rollout, the airplane's wheels penetrated the snow-covered surface, the airplane nosed over, and both wings and the empennage broke
- Sulphur Creek 6/13/2010 C172 Low time 332 Tot / 56 M&M Garden Valley, ID The pilot reported that after an uneventful landing, **the airplane drifted approximately 20 feet to the left of the runway** centerline during the landing roll on the gravel and turf runway. The pilot corrected back to the runway centerline just as the **airplane's nose landing gear dropped into a large unnoticed hole**. The airplane came to an immediate stop and sustained substantial damage to the firewall. The C172 was air lifted out by Helicopter.
- May 6/19/2010 RV-9A FATALITY 5700 HR TT / 170 M&M Onterio, OR On June 19, 2010, at 1103 mountain daylight time, an experimental Oliver RV-9A, N559B, **impacted the terrain** about one-quarter mile south of May Airport, May, Idaho. The pilot, who was the sole occupant, received fatal injuries, and the airplane, which was owned and operated by the pilot, sustained substantial damage. The 14 Code of Federal Regulations Part 91 personal flight, which departed Challis, Idaho, about 15 minutes prior to the accident, was being operated in visual meteorological conditions. **Antihistamine may have lead to drowsiness** and spatial disorientation.



# BC Accident Summary - 2010

- Big Creek 6/21/2010 C180 10,000 Hr / 1200 ATP/Flt Inst. PLANO, TX while **taxiing a tail wheel airplane down a slope the airplane began to slide sideways** and the empennage turned downslope. Despite the pilot's control inputs, the empennage reached approximately a 90-degree angle to the desired direction and the airplane tipped to the left. During the accident sequence, damage was incurred to the left wing and left horizontal stabilizer. The pilot reported no mechanical failures or malfunctions with the airframe or engine prior to the accident. The pilot stated **the accident could have been prevented by obtaining more knowledge concerning the airstrip**.
- Smiley Creek 6/26/2010 8 P.M Glstar – 510 Hr Tot / 69 M&M AZTEC, NM The pilot reported that he had been landing and departing from the grass strip numerous times earlier in the day. For the accident flight, he was attempting to perform a **midfield takeoff**. During the departure roll, the airplane **momentarily became airborne** and then settled back into the wet grass and slowed. He opted to immediately abort the takeoff by retarding the throttle control and applying brakes. The airplane then slid off the end of the grass strip and collided with a ditch, incurring damage to the right wing and tail.
- Johnson Creek 7/12/2010 8:30 AM Piper PA-32RT-300 2650 Tot / 2450 M&M SANTA CRUZ, CA The pilot requested that the airport manager delay turning on the sprinklers until he departed the airport; however, the sprinklers were turned on prior to departure. The pilot stated that he remained on the right half of the runway to keep clear of the sprinklers during the takeoff roll. As the airplane approached midfield during the takeoff roll, the **pilot determined that the airplane was not "moving fast enough"** to continue the take off. The pilot stated that he **aborted the takeoff** by pulling back on the throttle and applying the brakes. He added that during the aborted takeoff, the airplane began skidding on the wet grass and he shut the engine off. Subsequently, the **airplane exited the departure end of the runway and struck a sign and a boulder**, which resulted in substantial damage to the right and left wings. The pilot reported no mechanical malfunctions or failures with the airplane prior to the accident. According to the Northwest U.S. Airport/Facility Directory, runway 35, a grass runway, is 3,400 feet long and 150 feet wide. At the reported weight of the airplane, in the weather conditions of the airport at the time of the accident, the airplane had a calculated takeoff ground roll of about 2,000 feet, with a landing ground roll of 880 feet. These numbers are calculated for a dry, paved, level runway, with two notches of flaps used for the takeoff. The airplane took off on a wet, grass, down-slope airstrip, with only one notch of flaps. The Performance Section of the Pilot Operating Handbook for this airplane states that the "effects of conditions not considered on the charts must be evaluated by the pilot, such as the effect of soft or grass runway surface on takeoff or landing performance
- Pittsburg Landing 7/20/2010 9:20 AM Piper Cub Crafter PA-18-150 535 ToT / 140 M&M Anatone, WA The airplane touched down **about 200 feet from the approach end of the 900-foot-long** landing strip and bounced. The pilot maneuvered the airplane back down on the runway, but then **decided to perform a go-around**. He applied full engine power but **collided with a fence** during the initial climb

# BC Accident Summary - 2010

- Bernard 8/14/2010 4:45 PM Cessna T182T 612 TT 505 M&M SANTA ROSA, CA The pilot of the turbocharged airplane was executing a takeoff from a 1,900-foot-long grass/turf back country airstrip. The surface of the airstrip was rough, with occasional holes and soft spots, and areas of vegetation. The density altitude calculated by the pilot was 5,495 feet. Although he had determined that the airplane should be able to successfully complete the takeoff, during the latter part of the takeoff roll the **pilot became uncomfortable with the airplane's rate of acceleration**, and he therefore elected to **abort the takeoff**. After making the decision to abort the takeoff, the pilot was **unable to stop** the airplane before it **went off the end of the runway, rolled down a bank, and nosed over onto its back**, whereupon it sustained substantial damage to both its wings and its fuselage
- Wilson Bar 11/2/2010 2:00 PM C U206 2800 TT / 1700 M&M Boise, ID. The pilot, who was flying the second airplane in a flight of two, was maneuvering in the traffic pattern at a remote back-country airstrip. The approach to the airstrip required the pilots to make a precise base leg to final turn between two steep rock cliffs. During the accident pilot's turn to final approach, **he inadvertently made too wide of a turn, resulting in the airplane's nose and right main landing gear colliding with the cliff and becoming separated** from the airframe. After the pilot in the other airplane confirmed the extent of the damage, the pilot flying the accident airplane maneuvered to a town where emergency personnel could be available on the ground. Due to the damage, the pilot decided to land in the grass/turf area alongside the main runway. During the landing roll, the nose gear strut dug into the soft terrain and the airplane nosed over onto its back.

# BC Accident Summary - 2009

- Cox Well 5/1/2009 Rans S-7 the engine lost power about 250 feet above ground level (agl). The owner took control, turned back to the left, and tried to land on the end of the runway. He leveled off slightly about 20 feet agl, and then flared for landing. The airplane landed hard on the north side of the runway and the right wheel broke off. The landing gear dug into the turf, the airplane spun 180 degrees, and the right main landing gear collapsed. The airframe around the tailwheel and rudder sustained substantial damage.. He said that he probably let the fuel level get too low on this flight. During the climbout with the nose up, he surmised that the header tank fuel pick-up unported, resulting in the loss of power.
- Atlanta 6/3/2009 C182. Boise, ID **FATALITY** The single engine airplane **impacted a vertical rock cliff face in mountainous** terrain about 500 feet below a mountain ridge line.. The GPS data track originated in the vicinity of the departure airport, and proceeded at 8,350 feet mean sea level (msl) northeast for 57 miles, and abruptly ends in the vicinity of the accident site. During the last 2 minutes of the flight, the track increased in altitude from 8,350 feet to 8,891 feet msl. The height of the mountain ridge line directly ahead of the airplanes' flight path was between 9,100 feet and 9,580 feet msl. The end of the GPS track did not exhibit any deviations that could be interpreted as an evasive maneuver. The cloud coverage in the vicinity of the accident location was between scattered and broken, with bases between 8,000 and 9,000 feet msl, cloud tops were about 15,000 feet msl, with visibility greater than 3 miles in cloud-free areas.
- Dixie – 7:15 AM 6/18/2009 Piper PA-18-150 Ventura, CA The pilot was making a landing on a dirt landing area that also doubled as the main road in the center of the remote mountain town. **He intentionally landed a little long** in order to miss the substantial puddle of water near the approach end of the landing area. He began applying brakes while the airplane was going about 20 miles per hour, but **his brake application was of sufficient force to result in the airplane nosing over** onto its back.
- Johnson Cr. 9:45 AM 6/22/2009 C172 INDEPENDENCE, OR The pilot, who had flown into a backcountry airstrip with **minimal fuel** in order to reduce the airplane's takeoff weight, departed that airstrip for a destination that was reporting overcast clouds.. When the other pilots started their engines, the accident pilot realized that he had not yet dipped his fuel tanks to measure fuel quantity, so as not to get separated from the pilots he was going to follow en route, **he elected to not sump the tanks**. As he approached the destination airport, one fuel gauge read empty, and the other read one-quarter, but its needle had stopped moving/bouncing.. **Soon thereafter the engine lost all power**, he ultimately had to make a forced landing in what appeared to be an open field. During the landing roll, the airplane impacted some cement barrier blocks and collided with a steel fence gate. Post accident inspection found no usable fuel remaining in the airplane's fuel system.
- Wilson Bar 9:15 AM 6/25/2009 Maule M-5-235C Curtice, OH After surveying the landing area, the pilot stated that, as he neared the approach end of the runway, he was approximately **20 feet above ground level when the airplane dropped straight down**. The pilot indicated that his airspeed was slow and that he most likely encountered a downdraft. This resulted in the airplane landing hard on the runway surface, and the airplane **porpoised prior to impacting rising terrain and trees**
- Sulphur Creek 8:30 AM 7/10/2009 Flight Design CTS MCMINNVILLE, OR After touching down on the remote rough gravel airstrip, the pilot applied what he described as "hard braking" with the non-differential handbrake, while **attempting to maintain directional control** with the nose wheel steering. As the pilot continued the landing roll, the airplane began to skid/slip off to the left side of the convex shaped runway crown, and it eventually **exited the runway and impacted a large rock pile**. After hitting the rock pile, the airplane nosed over onto its back, resulting in damage to the wings, and the rudder separating from its hinges.

# BC Accident Summary - 2009

- Simonds 10:10 AM 7/14/2009 Cessna U206 **1 Serious Injury** A SPOT saved the instructors life. During a biennial flight review, at the suggestion of the evaluating instructor pilot, the Pilot-In-Command elected to land at a remote back-country airstrip where he had not made prior plans to land. After landing at the 800- to 900-foot-long strip, the pilot took off in the high-density-altitude environment without having first completed an aircraft performance calculation or checking his airplane's outside air temperature gauge. Although the pilot reported that there did not seem to be any issues with the engine producing full power, **soon after liftoff the airplane struck a number of pine trees** and descended into the terrain. A postaccident inspection of the airplane did not find any evidence of powerplant anomalies, but did reveal that **the elevator trim was set at a five degrees tap up (airplane nose down) position, and that the flaps were extended 25 degrees even though the cockpit indicator indicated that they were at 20 degrees.**
- St. Charles – Mtn Flying 8/7/2009 Piper PA-22-150 **2 FATAL** The private pilot was on a visual flight rules personal cross-country flight during day visual meteorological conditions near mountainous terrain. Witnesses along the route of flight reported observing the airplane overfly their position at a low altitude on a course towards the accident site. There were no known witnesses to the accident sequence. The accident site was in an open area surrounded by rising terrain in three of the four quadrants. Examination of the wreckage revealed that impact damage signatures on the wings were consistent with right wing low impact with terrain. The fuselage, wings, and most of the empennage were consumed by a post-impact fire. No evidence of any pre impact mechanical anomalies was discovered with the engine or airframe. Using reported weather conditions near the accident site and the accident site elevation, the density altitude was calculated to be about 10,706 feet mean sea level. Toxicology testing on the pilot was positive for an unspecified amount of Famotidine within the blood and urine. Famotidine is an acid-reducing medication, used to treat heartburn or ulcer disease and is available through prescription or over the counter. Famotidine is commonly known by the trade name Pepcid.
- Pittsburg Landing 9/24/2009 12:00 PM C182 Flt Inst 4718 ToT / 37 M&M: Hope, ID. When they arrived at the third airstrip, three airplanes made successful landings, but the accident pilot, who was in an airplane with slightly different performance characteristics than the other three, **was unable to stop before running off the end of the runway** and impacting a ditch. After the accident, the pilot, who had not been into the subject airstrip before, stated that he should have made a better decision, and not assumed that because the other three pilots made it successfully that he could too.
- Pistol Cr. 10/8/2009 C180 ATP 25,000 / 1,000 M&M Boise, ID. The pilot was landing at a remote dirt/grass airstrip where the **winds were gusting and variable in direction**. Although the touchdown was normal, as he made rudder and brake inputs to maintain directional control, the right main gear leg separated from its mounting structure, and the right wing sustained substantial damage when it contacted the terrain. An inspection of the gear leg attachment hardware determined that the nut on the gear leg attachment bolt had been stripped from the bolt, thus allowing the bolt to come out of the attachment structure. During the pilot's initial contact with the NTSB Investigator-In-Charge, the pilot stated that the airplane's right brake had failed during the landing roll, but in a follow-up interview the pilot stated that he believes that the brake was working fine until the moment the gear leg separated from its mount.

# BC Accident Summary - 2008

- Wilson Bar 10:30 5/3/2008 C172. During the takeoff ground roll, maneuvered right in order to miss some rocks. In the initial climb, the outboard portion of the right wing then collided with brush-like vegetation. The pilot then flew the airplane to an airport where maintenance personnel examined. The Federal Aviation Administration inspector reported structural damage to the right wing. .
- Atlanta – 5/4/2008 Grumman AA-DA The runway had softened due to snow and water runoff and the pilot said he experienced slight sinking conditions, but it was not muddy or sloppy. The pilot elected to depart to the south in order to takeoff on a downhill slope. The pilot performed a soft field takeoff by pulling the yoke back to reduce friction from the nose wheel. About 40 miles per hour (mph), the airplane hit several ruts and slowed down. He initiated rotation at 60 mph, but could not gain sufficient altitude prior to **hitting a tree** at the departure end of the runway, causing substantial damage.
- Graham – 6/15/2008 C180 The plot landed on the **last half** of the 2,900-foot-long grass runway and was unable to bring the airplane to a stop before it ran off the end of the runway and into trees. Prior to going to the airport, the pilot had spoken with local area pilots who indicated that he should not use the first half of the runway because it was muddy and soft. Dennis and Steve F. witnessed this. Alaska pilot overconfident – DA surprise.
- Johnson Cr. – 9:30AM 6/26/2008 C182 , Lebon, OR. The airplane was **high and fast on the approach** to the runway. When the pilot flared for landing, the airplane floated and he tried to force it on the ground. The airplane began to **porpoise, contacting the ground twice** before settling onto the runway for the third and final time. The pilot thought that the nose wheel was damaged when the airplane contacted the runway the second time, so he decided not to go around. The airplane **sustained structural damage to the firewall**. .
- Elk River –10:30 AM 6/29/2008 Aeronca 7DC Chattaroy, WA Attempting to take off from a gravel runway that was lined on both sides with tall grass. During the takeoff roll, the airplane drifted to the left into the grass, and the pilot corrected his course back toward the runway. The airplane then drifted into the grass on the right side, **hit a wire fence and a dirt berm**, and nosed over
- Big Creek – 11:15 AM 7/7/2008 Money M20E San Diego **Injuries: 2 Serious**. While landing on a 3,550-foot long runway, the pilot added power to **abort the landing and go-around**. The airplane failed to gain sufficient altitude and **impacted a parked vehicle** about 75 feet beyond the departure end of the runway. Witnesses adjacent to the accident site reported observing the airplane land about three quarters down the runway prior to the pilot aborting the landing. The density altitude was calculated to be 7,383 feet MSL.
- Big Creek. 2:30 PM 7/26/2008 Cessna 182 The airplane encountered a **downdraft while on short final**, which resulted in a sudden drop from about 15 feet, and subsequent hard landing. The landing **bent the nose gear forward and damaged the firewall**. The pilot made a field repair to hold the nose wheel in place by lashing the nose wheel strut back using rope and a come-along attached to the main landing gear. The pilot then proceeded to fly the airplane to an airport about 30 minutes away, where a mechanic assessed the damage and advised the pilot not to continue the flight. The pilot decided to continue the flight to his home base home base, Minden-Tahoe Airport, Nevada approximately 454 miles to the southwest. The elevation of the accident airport is 5,720 feet mean sea level (msl). The outside air temperature at the time of the accident was 80 degrees Fahrenheit. The calculated density altitude was 8,238 feet msl at the accident airport.
- Warm Springs 10:30 AM 8/16/2008 C140 Nampa ID, Low time pilot 180Tot/ 32 hr M&M. After touching down on the grass/turf airstrip in a tailwheel equipped airplane, the pilot failed to maintain directional control. it **ground looped, resulting in the collapse of one of the main landing gear legs**. In addition to the collapse of the landing gear leg, the accident sequence resulted in the bending of internal structure of the right wing.

# BC Accident Summary - 2007

- Lava Hot Springs-On 10:30 September 14, 2007, A light sport Skykits Savannah ADV airplane, came to rest inverted after landing.
- Big Creek – 11:00 August 4, 2007 Piper PA-34-200T Landed on **wrong runway 01**, **landed hot** – ran off the end of the runway – no injuries
- Elk River – 08:05 August 3, 2007 Grumman American AA5A The pilot **landed long** on the unimproved runway, porpoised, and veered into a building.
- Johnson Cr. – 19:00 July 23, 2007 Beech V35B The airplane **landed long** pilot intentionally ground looped the aircraft to avoid overrunning the runway end.
- Leadore – 12:30 July 15, 2007 C182 The pilot reported that the airplane was about 20 feet above ground level during the initial takeoff climb when a **"heavy wind started.** resulted in a loss of control and collision with terrain during the takeoff initial climb.
- Stanley – 17:00 July 15, 2007 Britten-Norman / BN-2A-20 Pilot placed a fuel order, but did **not verify that the twin-engine airplane was refueled** before departing with 8 passengers for a cross country flight. This flight reached its destination without incident, and the pilot then departed as the sole occupant of the airplane. Shortly after takeoff, at an altitude of about 400 feet agl, the left engine "started to sputter." **Ran out of fuel**
- Johnson Cr. 08:30 June 14, 2007 Cessna 172 **impacted mountainous terrain** while maneuvering near Yellow Pine, Idaho. The flight departed Johnson Creek Airport and the intended destination was Big Creek. The private **pilot received fatal injuries**, and the **passenger received serious injuries**
- Shearer 16:30 May 30, 2007 C185 The left main landing gear separated above the left wheel axle, through the upper two bolt holes during the landing roll. Post accident metallurgical examination showed that the fracture occurred due to fatigue cracks **Injuries: 1 Serious, 1 Minor, 1 Uninjured** Part 135 Operator
- Fairfield 11:30 May 17, 2007 C170 he pilot set the airplane up for landing with two notches of flaps, and **while turning from base to final, the airspeed got low and the airplane stalled.** the aircraft impacted a field adjacent to the airport 2 uninjured
- Cottonwood – 700' Grass Strip 12:00 April 22, 2007 C206 The airplane **overran the landing strip**, encountered deep sand and nosed over. As the airplane approached the destination, the pilot performed three passes over the airstrip and noted that the windsock indicated light winds (about 5 knots). In light of the airstrip having a slope, the **pilot opted to land in an upslope direction with a tailwind.**