IDAHO AVIATION ACCIDENT SCORE CARD (IAASC)

NTSB Docket No. WPR25LA026

Prepared by the Idaho Division of Aeronautics, Safety and Education Department

2026

Contents

INTRODUCTION

Welcome to the 2026 Idaho Aviation Accident Score Card (IAASC). The Idaho Division of Aeronautics presents this review of Idaho aviation accidents so that you may learn lessons from the experiences of others that may apply to your flight training and preparation.

This report provides details on all Idaho aircraft accidents that occurred from **January 1 to December 31, 2024** and is compiled directly from the National Transportation Safety Board (NTSB) database. National data was also obtained from the AOPA Air Safety Institute Accident Report.

The report includes yearly comparisons and summaries, total number of General Aviation (GA) accidents, fatal accidents, fatalities, pilot qualifications, age, and class of aircraft. In addition, the IAASC provides an overview of Idaho aviation trends. It is published annually and analyzes accidents from two years prior. While preliminary information on aircraft investigations is available within weeks of the accident, the full NTSB investigation can take 2-3 years.

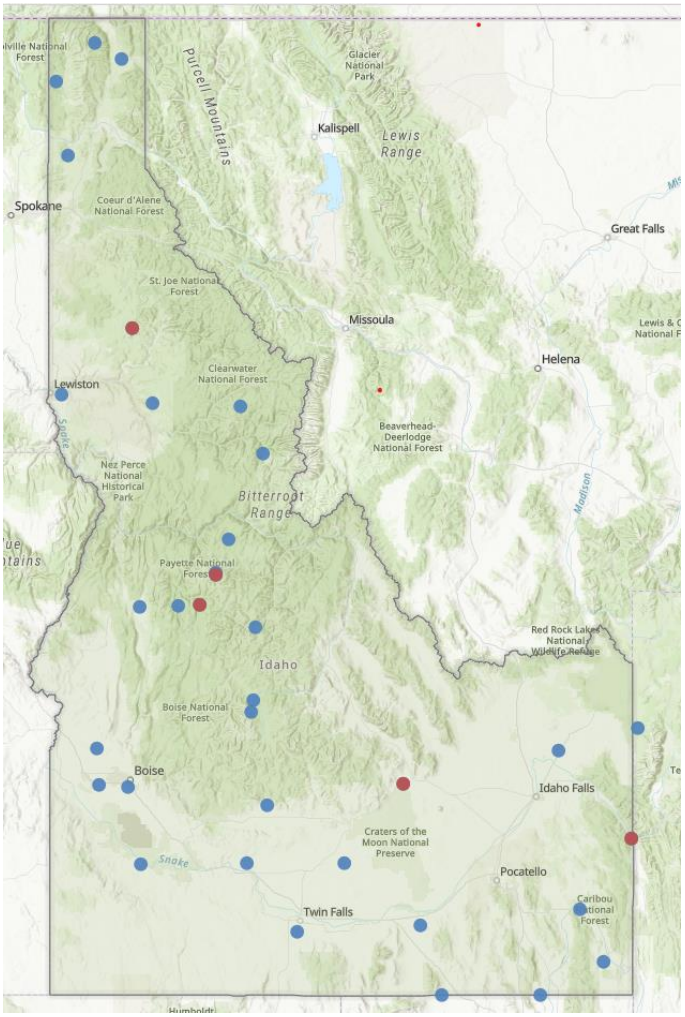
The Idaho Transportation Department's vision is to "**Enhance your quality of life through transportation**." The Division of Aeronautics supports this vision by providing relevant, high-quality information on safety, and educational programs to benefit our aviation community. We offer welcome packets for visiting pilots, airport standard operating procedures, and fly-in safety briefings. We also sponsor safety seminars and meet every year for our Safety Stand Down.

**General Aviation, for the purposes of this report, excludes flight activity performed by the uniformed armed services and scheduled airlines. Furthermore, gliders, weight-shift control aircraft, powered parachutes, gyrocopters, lighter-than-air, and aircraft with maximum takeoff weights greater than 12,500 pounds are also excluded. Please note, however, this report does include flight instruction, agricultural, public-benefit missions such as fire suppression and law enforcement, cargo, and passenger charter operations.*

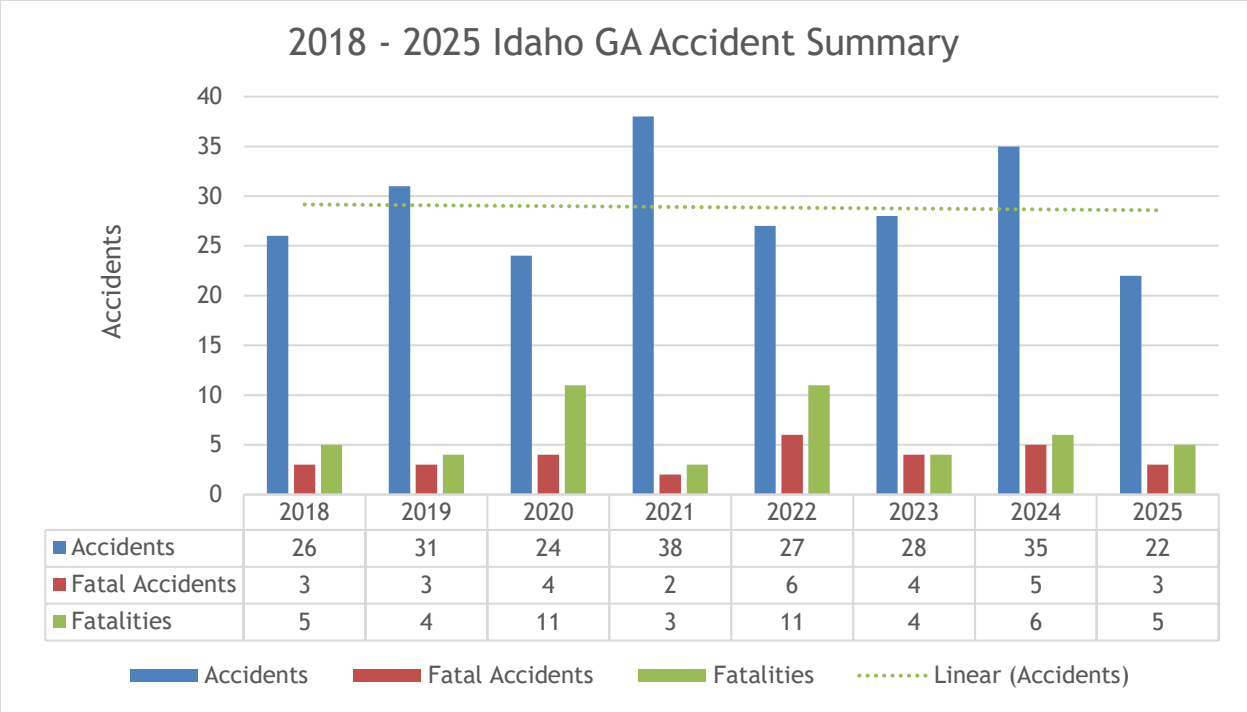
ACCIDENT STATISTICS

Comparison between 2023 and 2024

- Aircraft accidents increased from 28 in 2023 to 35 in 2024.
- **Fatal accidents also increased from 4 to 5.**
- The majority (66%) of the accidents were due to **"pilot error".**
- **65% of accidents occurred during takeoff or landing** - landing being significantly higher than takeoff.
- 52% of Idaho accidents occurred in tailwheel aircraft.
- 60% of the total accidents occurred during the summer flying season (May through Aug).



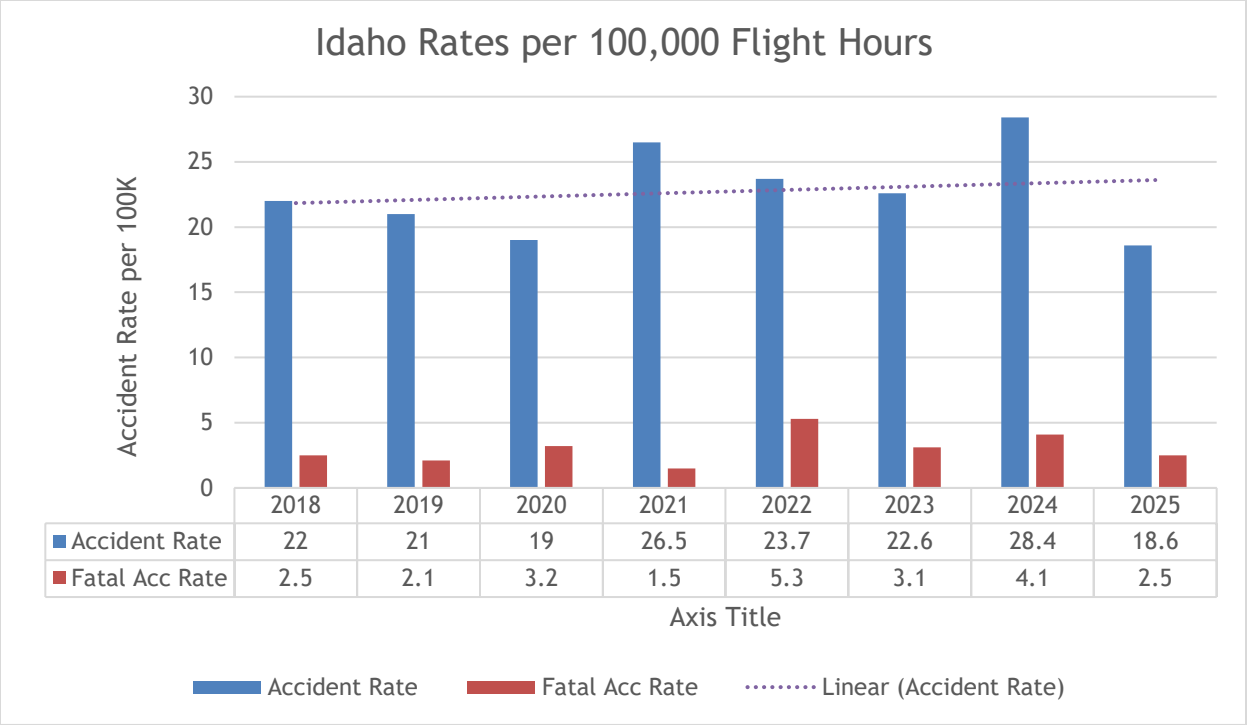
Accidents 2024, ● Fatal



2024 saw an increase in both the total number of accidents and fatal accidents.

Since 2018, both accident counts and fatality figures have fluctuated without a consistent long-term rise or decline, but certain years stand out. After a spike in 2021 and a period of relative stability in 2022–2023, **2024 marks a clear increase in both frequency and severity**: accidents climbed to 35 (the second-highest in the dataset), fatal accidents increased to 5, and fatalities rose to 6. This makes 2024 a notable outlier, signaling a year where safety outcomes worsened compared to the surrounding years.

NTSB Docket No. WPR24LA147

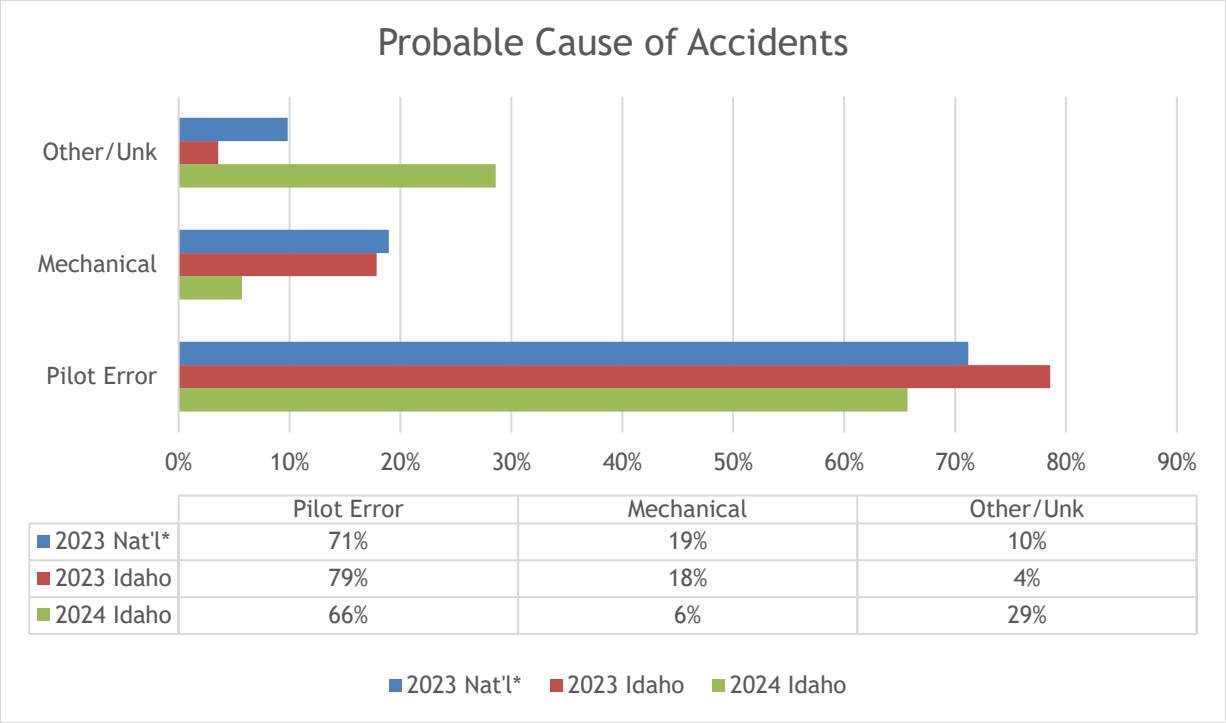


	2018	2019	2020	2021	2022	2023	2024	2025
Total GA Hours Flown	118K	143K	126K	136K	114K	128K	123K	119K

Accident Rate Methodology

We calculated the Idaho GA accident rate based on total 100LL fuel purchased in the state for the analysis year. We use average fuel burn of 13.7 gallons per hour for 2024. We then divided total gallons sold by 13.7 to give total flight hours flown for the analysis year. The number of accidents and number of fatalities are used to determine the equivalent rate per 100,000 hours flown. *(13.7 GPH per FAA 2023 GA Survey)*

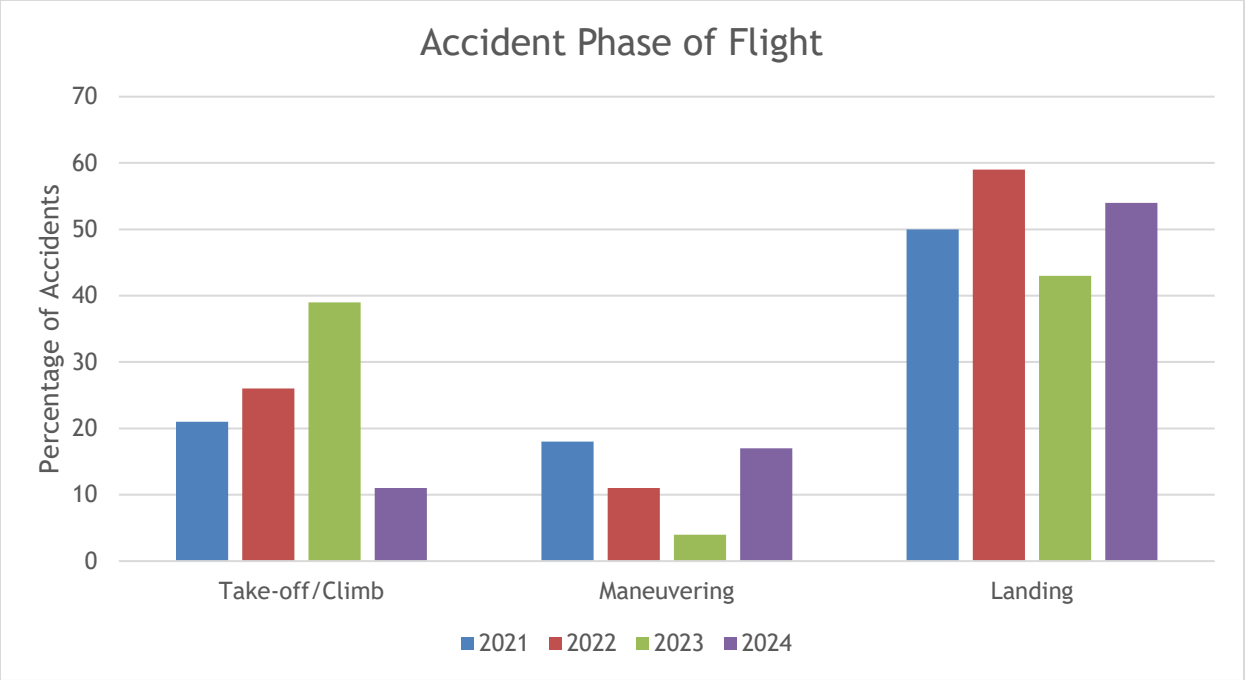
In 2024, Idaho's General Aviation accident rate increased noticeably, rising to **28.4**, the highest level in the eight-year dataset. This represents a significant jump from **22.6** in 2023, even though overall flight activity decreased slightly from **128,000** to **123,000** hours. Fatal accident rates also increased in 2024, climbing from **3.1** to **4.1**, indicating not only more accidents overall but a higher proportion of severe outcomes. While Idaho historically averages around **30 aircraft accidents per year**, with **10–15%** involving a fatality, the 2024 data reflect a year with elevated risk and severity compared to recent trends.



	Pilot Error	Mechanical	Other/Unk
2023 Nat'l*	71%	19%	10%
2023 Idaho	79%	18%	4%
2024 Idaho	66%	6%	29%

**** From 35th AOPA Air Safety Institute Accident Report***

In 2024, 66% of accidents are currently attributed to pilot error; however, a significant number of cases remain under investigation. The large proportion of accidents classified as 'Other/Unknown' (29%) indicates that many final reports from the FAA and NTSB are still pending. As these investigations are completed, it is expected that the percentage of pilot-related factors will rise, likely surpassing the 2023's rate of 79%.

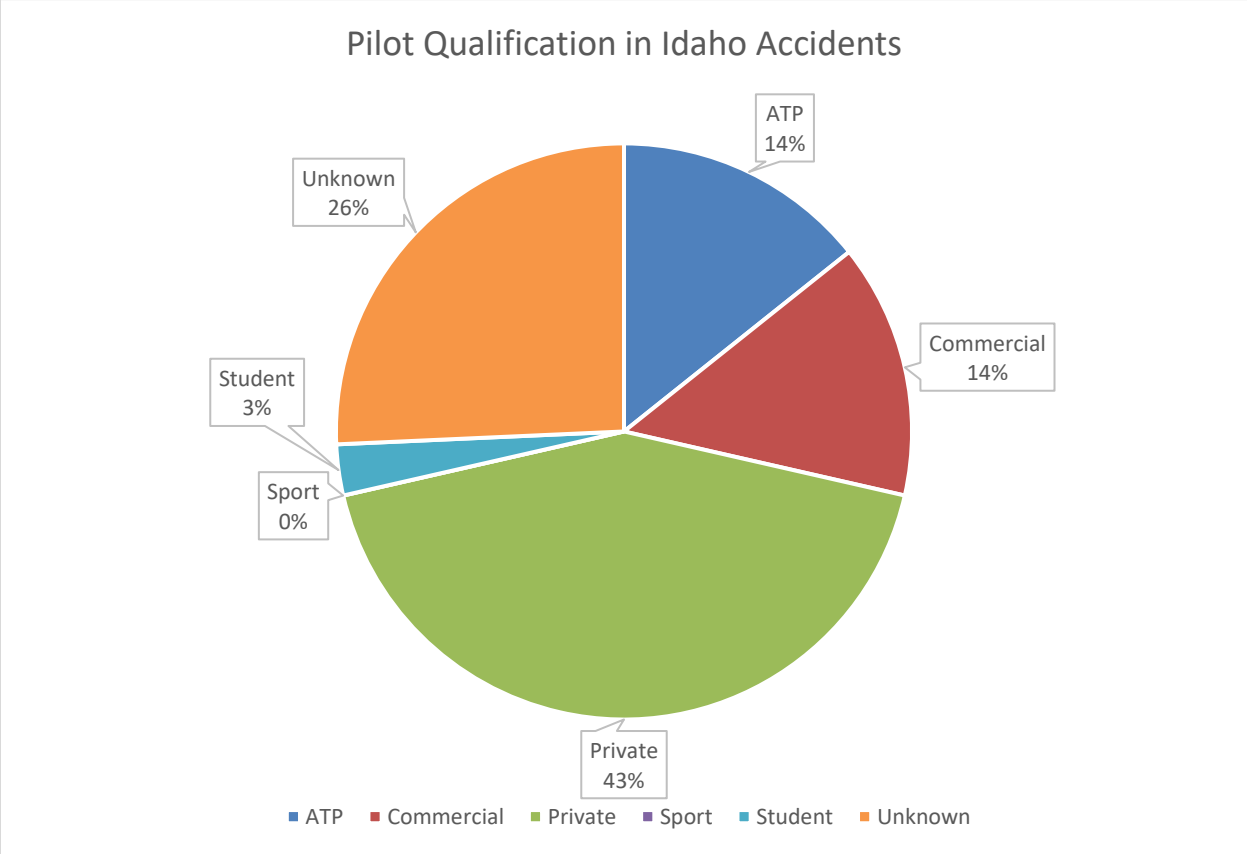


The distribution of accidents across phases of flight shows meaningful shifts over the four-year period. **Landing** consistently accounts for the largest share of accidents each year, ranging from **43% to 59%**, underscoring that approach and landing remain the most accident-prone phases. After peaking in 2022 at **59%**, landing-related accidents decreased in 2023 but rose again in 2024 to **54%**, reflecting the increased risk pilots face during the final phases of the flight.

Take-off/Climb accidents show more volatility. They increased steadily from **21% in 2021** to a high of **39% in 2023**, then dropped sharply to **11% in 2024**. This decline in 2024 suggests fewer early-flight events, potentially reflecting improvements in pre-flight preparation, aircraft performance, or pilot decision-making during initial climb.

Maneuvering accidents decreased significantly from **18% in 2021** to **4% in 2023**, but rebounded to **17% in 2024**. The 2024 increase may indicate a rise in low-altitude and off-airport operations or may be a result of reduced pilot proficiency.

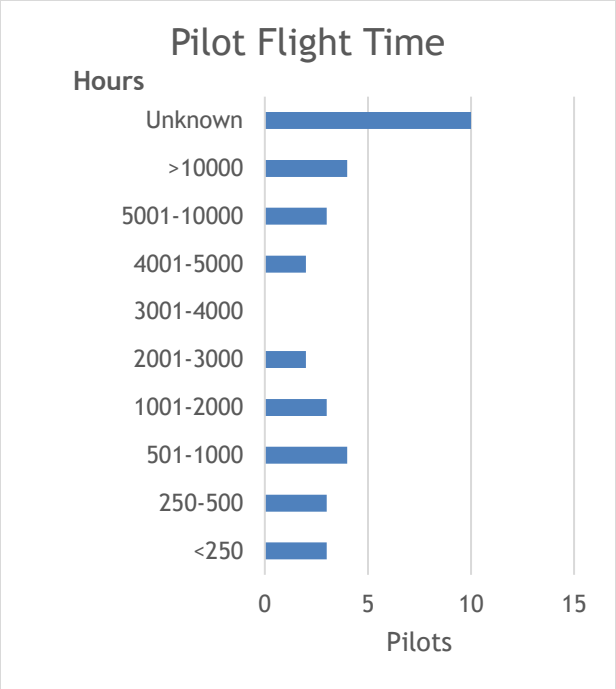
Overall, 2024 shows a shift away from take-off/climb accidents and a resurgence in maneuvering and landing-related events, suggesting that mid- and late-phase flight operations became more prominent contributors to accident totals during this year.

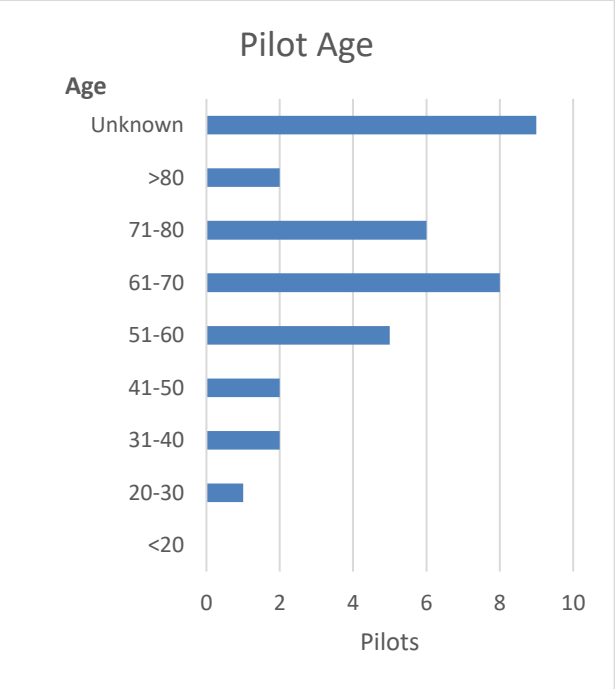


Pilot Qualification	Idaho 2024	National 2023*	Idaho 2023	Idaho 2022
ATP	14%	13%	11%	15%
Commercial	14%	34%	43%	22%
Private	43%	37%	46%	59%
Sport	0%	1%	0%	4%
Student	3%	5%	0%	0%
Other/Unknown	26%	11%	0%	0%

**** From 35th AOPA Air Safety Institute Accident Report***

Most accidents involved **Private pilots (15 cases)**, making them the largest group represented in the data. **ATP** and **Commercial pilots** were involved in far fewer events, with **5 accidents each**, while **Student pilots** accounted for just **one**. No accidents involved **Sport pilots**. A notable portion—**9 cases**—involved pilots whose ratings are still **unknown**, mostly due to ongoing investigations.

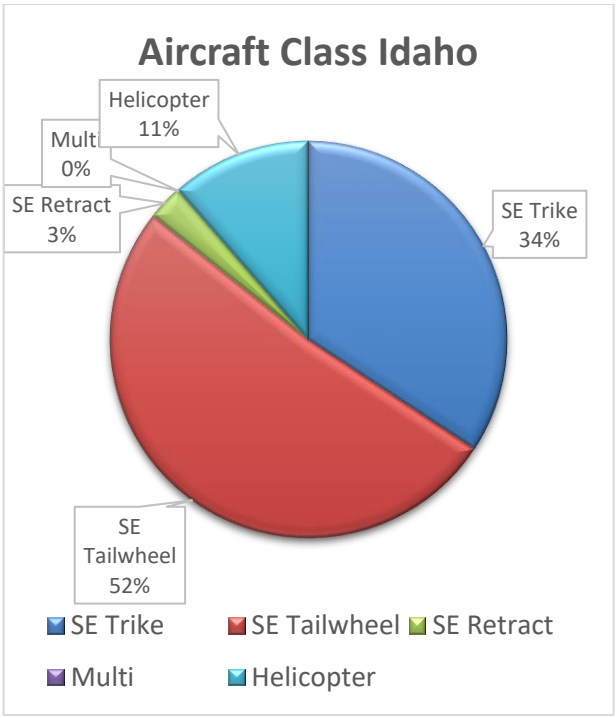


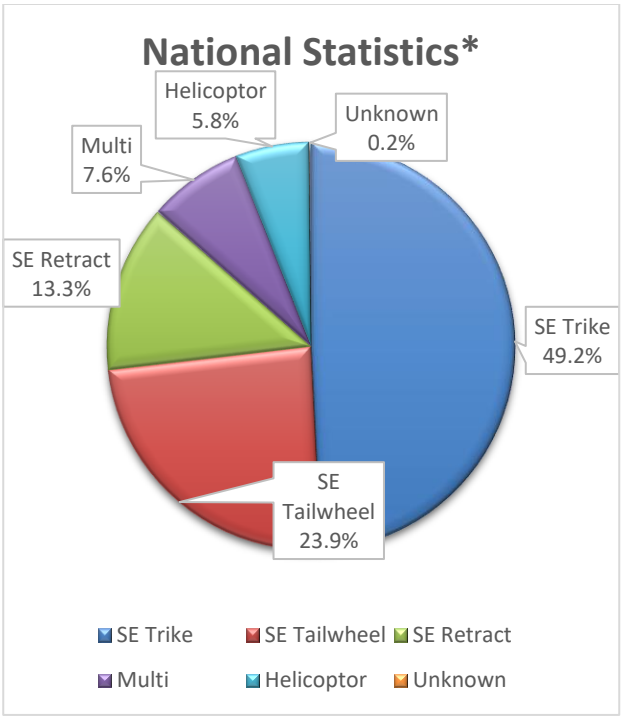


Accidents occur across all age groups and at all levels of flight experience. The 2024 flight-time data shows that accidents are distributed broadly across the experience spectrum, with events involving both low-time pilots (fewer than 250 hours) and very high-time pilots (more than 10,000 hours). Mid-time pilots are also represented across multiple categories. Keep in mind, there are still a significant number of unknow events, reflecting investigations that are still in progress.

When looking at pilot age, accidents similarly span a wide range. In 2024, pilots aged **61-70** accounted for the largest share of accidents (**8 cases**), followed by those **71-80** (**6 cases**) and **51-60** (**5 cases**). Younger pilots—those under 40—were involved in relatively few accidents, while pilots over **80** were involved in **two**. As with flight time, a substantial number of cases (**9**) fall into the **Unknown** category due to ongoing investigations.

In recent years, pilots over the age of 61 represented **24% of accidents in 2023** and **37% in 2022**, a decline from earlier years when this age group made up more than half of all accidents. The 2024 age distribution continues this trend toward a more balanced spread across age groups, even as both experience levels and age ranges remain diverse among the pilots involved.





From 35th AOPA Air Safety Institute Accident Report

Idaho continues to exceed the national average for tailwheel accidents. In 2024, tailwheel aircraft accounted for **18 of 35 accidents (52%)** in Idaho. Nationally, tailwheel aircraft made up **288 of 1,040 single-engine fixed-wing accidents (about 28%) or 24% of all aircraft classes**, keeping Idaho well above national patterns.

Please respect and protect these special places.

- ✓ Be considerate of other backcountry users
- ✓ Safely reduce your noise signature
- ✓ Train at home — no touch-and-goes in the backcountry
- ✓ Pack it in / pack it out
- ✓ Use CTAF 122.9 — minimize chatter

theRAF.org

The Recreational Aviation Foundation preserves, improves, and creates airstrips for recreational access.

2024 ACCIDENT REVIEW

Review of Accidents

Several investigations of fatal accidents from 2024 remain incomplete. Final NTSB analysis is pending. This breakdown is intended to provide preliminary insights by flight phase. (T) indicates a tailwheel aircraft.

TAKEOFF & INITIAL CLIMB

- **Sep 27, 2024 – Paris, ID – Vans RV-12:** Loss of directional control during *soft-field* takeoff due to **flaps mis-set** (full down instead of first notch); substantial right-wing damage.
- **Jun 13, 2024 – Nampa, ID – Cessna A185E:** Ground loop on takeoff roll; directional control lost in **crosswind/gusts**. **(T)**
- **Aug 19, 2024 – Island Park, ID – Piper PA-18-150: Right wing water accumulation** after heavy rain → abrupt roll after liftoff → impact; serious injury. **(T)**

LANDING

- **Oct 25, 2024 – Aberdeen, ID – Piper PA-12: Insufficient back-stick on gravel → prop strike → nose-over; minor injury. (T)**
- **Oct 1, 2024 – Soda Springs, ID – Maule M-5-235C:** Passenger **inadvertently applied brakes** during landing → **nose-over**. **(T)**
- **Aug 17, 2024 – Boise, ID – Cessna 180A:** Landing roll **yaw** in gusts/dust devil; **gear support fractured** → nose-over. **(T)**
- **May 28, 2024 – McCall, ID – Cessna 180J: Ground loop** in **gusty right crosswind**; substantial left-wing damage. **(T)**
- **Jun 18, 2024 – Twin Falls, ID – Bearhawk Patrol: Directional control** lost during landing roll; no injuries. **(T)**
- **May 13, 2024 – Bonners Ferry, ID – Cessna 150F:** Student **hard landing** in gusts → right-wing ground contact → excursion; minor injury.
- **May 12, 2024 – Emmett, ID – Piper PA-22-150: Tailwheel leaf spring loose → shimmy** → loss of directional control → **gear collapse**; no injuries. **(T)**

ALL OTHER PHASES

Approach

- **Oct 19, 2024 – Rexburg, ID – Piper PA-11: Wire strike** on final during landing; **1 serious, 1 minor. (T)**

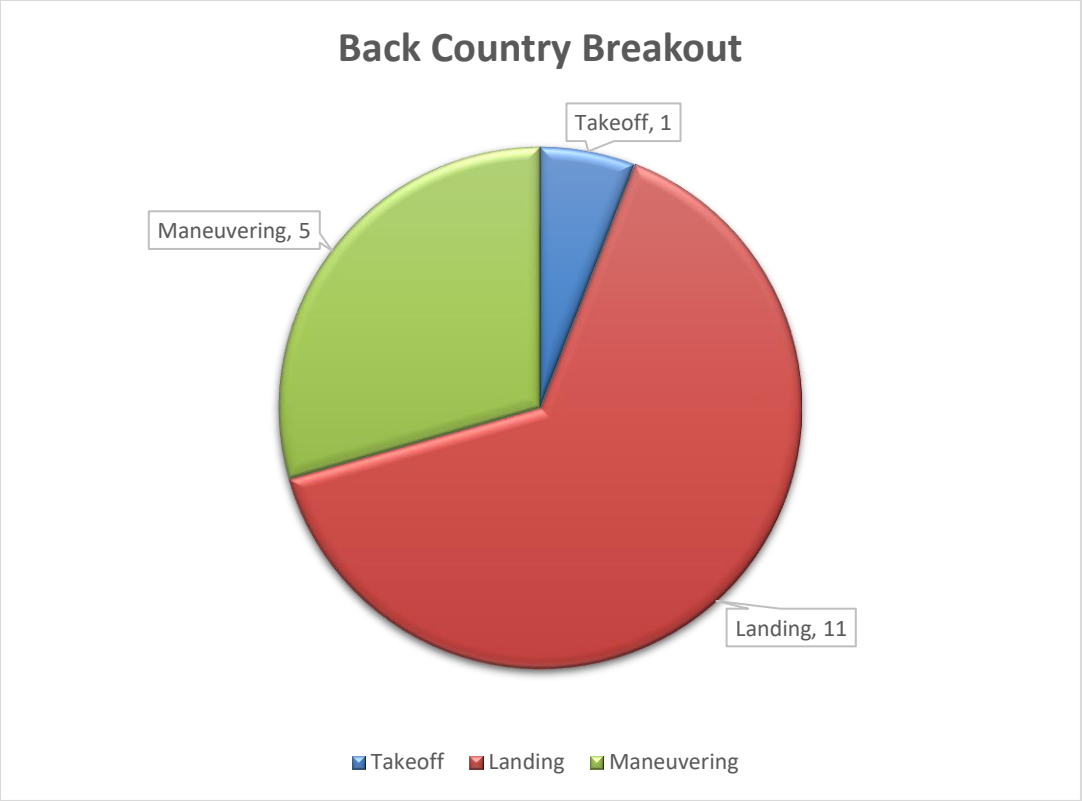
Maneuvering (low altitude/hover)

- **Oct 13, 2024 – Owinza/Pettit Lake, ID – Cessna 180: Glassy water** illusion → gear contacted water → **sank**; 2 minor injuries. **(T)**
- **Jul 4, 2024 – Irwin/Palisades Reservoir – GB1 GameBird:** Solo aerobatics → **flat spin** → water impact; **fatal** (prelim). **(T)**
- **May 2, 2024 – Lewiston, ID – Aerospatiale SA315B: Ag spray** at low level → struck **known power lines**; minor injury.
- **Jun 20, 2024 – Arco area – Air Tractor AT-802 & AT-502B:** Maneuvering; two aircraft; **1 fatal, 1 minor** total (prelim; sheet only). **(T)**

Taxi

- **Sep 23, 2024 – Grand View, ID – CubCrafters CC11:** Encountered **dust devil** while taxiing → **nose-over**; no injuries. **(T)**

NTSB Docket No. WPR24LA199



Seventeen of the accidents in Idaho in 2024 occurred in/around the mountains or at backcountry airstrips.

TAKEOFF & INITIAL CLIMB

- **Jun 22, 2024 - Chamberlain GS, ID - Cessna 180:** Gust pushed aircraft off centerline; wheel hit **rodent hole**; **nose-over**. **(T)**

LANDING

- **Nov 6, 2024 - Priest River, ID - Cessna 182E:** Touched down **midfield** on wet/frosted grass; couldn't stop → **tree strike**.
- **Sep 21, 2024 - Big Creek, ID - Vans RV-9:** Hard landing; veered left; **fence impact**; no injuries. **(T)**
- **Aug 28, 2024 - Shearer, ID - Bearhawk Patrol: Ground loop** in variable winds; substantial left-wing damage. **(T)**
- **Jun 21, 2024 - Reed Ranch, ID - DHC-2 Beaver:** Landed **beyond midfield**; heavy braking → **nose-over**; minor injury. **(T)**
- **Apr 4, 2024 - Priest Lake USFS, ID - Cessna 180A:** Landing; status **prelim/in-work**. **(T)**

- **Apr 23, 2024 – Cougar Ranch, ID – Cessna 182B: Late touchdown** → runway excursion; **nose-over**; no injuries.
- **Feb 22, 2024 – Weippe, ID – Cessna 182A: Oil filler cap unsecured** → precautionary landing on soft/snowy turf → nose over; no injuries.
- **Aug 29, 2024 – Johnson Creek, ID – Cessna T206H: Late 'go-around' after touchdown** → climb, roll, **impact**; **2 fatalities** (prelim).
- **Jun 28, 2024 – Big Creek, ID – Cessna 182: Landing overshoot** then late 'go-round'; collision with terrain; **1 fatal, 1 serious** (prelim).

ALL OTHER PHASES

Maneuvering (low altitude/hover)

- **Sep 26, 2024 – Kooskia/Fish Lake S92 – Cessna 172P:** Descended into **canyon** beyond climb capability → **trees/terrain**; **1 serious, 1 minor**.
- **Jul 11, 2024 – Stanley, ID – Bell 407: Wind shift/downdraft** during long-line bucket pickup → **dynamic rollover** into lake; minor injury.

Taxi

- **Aug 23, 2024 – Stanley, ID – Cessna 182P: Dust cloud** & **gust** → limited visibility; **collision with trailer near taxiway**; no injuries.
- **Jan 18, 2024 – Featherville, ID – Cessna 180: Directional control loss** on **snow/rough surface** → excursion/terrain impact; no injuries. **(T)**

Enroute

- **Aug 2, 2024 – Raft River, ID – Bell 407: Filter/by-pass** warning → **MGT rising** → **autorotation** to corn field; 4 minor.
- **Jul 13, 2024 – near Soldier, ID – Cessna 182B:** Engine **roughness** → **total power loss** → off-field landing; **2 minor** (prelim).
- **Jun 12, 2024 – Elk River, ID – Cessna 177B:** Enroute accident; **3 onboard (1 fatal, 2 minor)** (prelim; sheet only).

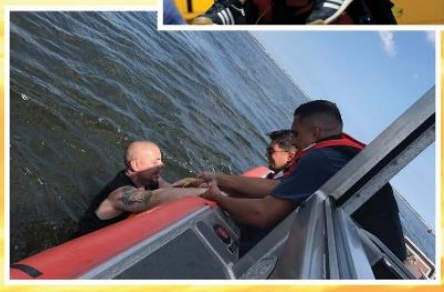
HELP PREVENT 406 MHz DISTRESS BEACON FALSE ALERTS

98% OF ALL 406 ELT, EPIRB AND PLB BEACON ACTIVATIONS ARE FALSE ALARMS

FOLLOW THE POINTS BELOW TO REDUCE NEEDLESS RISK TO SEARCH AND RESCUE CREWS

REGISTER YOUR BEACON

THAT IS THE FASTEST AND SIMPLEST WAY FOR SAR AUTHORITIES TO RESPOND TO A DISTRESS OR CONFIRM A FALSE ALERT



FOLLOW MANUFACTURER'S INSTRUCTIONS

KNOW HOW YOUR 406 BEACON WORKS. MOST FALSE ALERTS OCCUR DURING TESTING, HANDLING, REPAIR AND INSTALLATION

PATTERNS & OBSERVATIONS

Directional control issues are the most common theme across **landing** and **taxi** phases, often in **gusts/crosswinds** or **uneven/soft surfaces** (e.g., BOI 8/17/24; U60 9/21/24; S78 5/12/24).

Tailwheel aircraft feature prominently in **backcountry** settings and low-speed ground handling mishaps (ground loops, nose-overs); they account for **most takeoff/initial-climb accidents** and **over half** of landing accidents in this set.

Low-altitude maneuvering risks include **glassy-water illusions**, **wire strikes**, and **wind phenomena** (dust devils/downdrafts).

Several events show **procedural/configuration factors** (e.g., **flaps mis-set** on RV-12; **oil cap unsecured** on C182A) that led to controllability or visibility problems.

FOCUS FOR 2026

At the Idaho Division of Aeronautics, our ongoing commitment remains unchanged: to provide the safest transportation environment possible. Aviation carries inherent risks, and our goal continues to be zero fatalities. We use this report to identify areas where targeted training can reduce risk. **The data continues to point to pilot error during a critical phase of flight, the approach & landing** —a consistent trend that reinforces the need for focused improvement. By taking advantage of training opportunities, pilots can not only reduce accidents but also help ensure aviation remains safe, enjoyable, and accessible for all.

Directional Control & Crosswind Training

FAA Safety Course: Takeoff, Landing, and Aircraft Control:
https://www.faasafety.gov/gslac/ALC/CourseLanding.aspx?cID=485

AOPA Training and Safety Tip: Crosswind control:
https://aopa.org/news-and-media/all-news/2023/february/28/training-and-safety-tip-crosswind-control

AOPA Crosswind Landings Guide:
https://www.aopa.org/training-and-safety/students/solo/skills/crosswind-landings

Low-Altitude Maneuvering & Risk Mitigation

FAA Airplane Flying Handbook – UPRT:
https://www.faasafety.gov/files/events/SW/SW03/2020/SW0399989/Maintaining_Aircraft_Control_-_Upset_Prevention_&_Recovery_Training_06_afh_ch4.pdf

FAA Risk Management Handbook:
https://www.faasafety.gov/files/events/NM/NM07/2024/NM07132674/Risk_Management_Handbook.pdf

Procedural & Configuration Error Prevention

FAA Takeoff Safety Training Aid:
https://skybrary.aero/sites/default/files/bookshelf/32714.pdf

FAA Short-Field Takeoff & Landing Techniques:
https://mycfibook.com/lesson-plan/short-field-takeoff-and-landing/

AOPA Takeoffs, Landings, and Go-Arounds:
https://www.aopa.org/training-and-safety/students/takeoffs-landings-and-go-arounds

Tailwheel Aircraft Handling, Mountain & Backcountry Flying

Best way to knock off the rust and improve your proficiency is to meet with a local flight instructor that specializes in Tailwheel and/or Backcountry flying. The IAA maintains a list of flight instructors to help meet your needs and can help you connect with one in your area. https://idahoaviation.com/contact/

FLYING RESOURCES

Idaho Division of Aeronautics
Facebook: https://www.facebook.com/idahoaeronautics/
Webpage at https://itd.idaho.gov/aero/

Our webpage contains information on Idaho aircraft registration, the *Welcome to Flying Idaho* guide, this *IAASC Report*, and *Standard Operating Procedures* for some backcountry airstrips.

New Backcountry Safety Videos for Johnson Creek, Smiley Creek, and Stanley:
https://youtu.be/pBiZ3mqkQdE?si=CS2CWvvuKTsNu-M9
https://youtu.be/LK5htdPUuEI?si=_PNcKWjB4OX0QFB6
https://youtu.be/6LSfbwxoz20?si=BmNPPMyMPbJt_csH

New Idaho State Weather and Cameras
https://itd.idaho.gov/wp-content/uploads/2024/02/Aero-WebCam-Weather.pdf

Idaho Aviation Association
The Idaho Aviation Association gives Idaho a general aviation voice, both locally and nationally. Working to preserve Idaho's irreplaceable backcountry airstrips.

If you plan on flying in the backcountry, please get training as backcountry flying is very unforgiving. The Idaho Aviation Association has a listing of Instructors qualified to teach backcountry and tailwheel flying.
You can find them online at: https://idahoaviation.com/contact/

The AOPA Backcountry Resource Center is now online. This multi-state and multi-agency partnership is focused on providing quality resources and products to help you prepare for backcountry flying.
https://www.aopa.org/training-and-safety/air-safety-institute/backcountryresourcecenter

Prepared by the Idaho Division of Aeronautics

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