



National Transportation Safety Board Aviation Accident Final Report

Location:	TAOS, NM	Accident Number:	FTW92FA099
Date & Time:	03/29/1992, 1900 MST	Registration:	N111FL
Aircraft:	Rockwell 690A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 5 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE IMPACTED SLIGHTLY RISING TERRAIN IN A 15 DEGREE LEFT BANK, SLIGHT NOSE UP ATTITUDE WHILE DESCENDING SHORTLY AFTER TAKEOFF IN DARK NIGHT IMC. THERE WERE RAIN AND SNOW SHOWERS IN THE AREA AND IT WAS DEVOID OF VISIBLE GROUND REFERENCE LIGHTS. THE DIFFERENCE BETWEEN THE TAKEOFF HEADING AND THE IMPACT HEADING WAS 75 DEGREES AND THE AIRPLANE HAD TRAVELED 3,987 FEET FROM THE DEPARTURE END OF THE RUNWAY AT INITIAL IMPACT. THE WRECKAGE SUBSEQUENTLY TRAVELED AN ADDITIONAL 837 FEET THROUGH THE BRUSH. THE PILOT STATED THAT THE TAKEOFF WAS NORMAL IN ALL ASPECTS AND ALL OF THE AIRPLANE SYSTEMS WERE OPERATING NORMALLY. HE STATED THAT THE LAST THING HE REMEMBERED WAS PASSING THROUGH 8,500 FEET WITH A RATE OF CLIMB OF 1,500 FEET PER MINUTE. THE AIRPORT ELEVATION WAS 7,091 FEET. HE DID NOT RECALL THE RADIO ALTIMETER ALERT OR THE WARNING LIGHT ACTIVATING. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. RESCUE OF THE OCCUPANTS WERE DELAYED DUE TO THE WEATHER, DARKNESS, AND SPURIOUS ELT SIGNALS MASKED BY THE WRECKAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO MAINTAIN THE CLIMB AFTER DEPARTING THE RUNWAY ENVIRONMENT. FACTORS WERE THE WEATHER CONDITIONS AND THE DARK NIGHT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) CLIMB - NOT MAINTAINED - PILOT IN COMMAND
3. SPATIAL DISORIENTATION - PILOT IN COMMAND
4. (F) WEATHER CONDITION - RAIN
5. (F) WEATHER CONDITION - LOW CEILING
6. (F) WEATHER CONDITION - SNOW

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/27/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2200 hours (Total, all aircraft), 120 hours (Total, this make and model), 1145 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N111FL
Model/Series:	690A 690A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11163
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	03/09/1992, Continuous Airworthiness	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	24 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3404 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TPE-331-5-251
Registered Owner:	LEGAL AIR FLIGHT SERVICES, INC	Rated Power:	717 hp
Operator:	LEGAL AIR FLIGHT SERVICES, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	TULSA, OK (RVS)	Type of Clearance:	IFR
Departure Time:	1900 MST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	TAOS MUNI (SKX)	Runway Surface Type:	Asphalt
Airport Elevation:	7091 ft	Runway Surface Condition:	Wet
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	5798 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 4 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 5 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Warren V Wandel	Report Date:	06/30/1993
Additional Participating Persons:	FLOYD DOCKUM; ALBUQUERQUE, NM		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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