



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	STEAMBOAT SPGS, CO	<b>Accident Number:</b>	DEN92FA024
<b>Date &amp; Time:</b>	01/04/1992, 1606 MST	<b>Registration:</b>	N1974G
<b>Aircraft:</b>	CESSNA 421B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal, 4 Serious, 1 Minor, 1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

WHILE INITIATING A CROSS COUNTRY FLIGHT, THE EIGHT PLACE AIRCRAFT WITH NINE PERSONS ABOARD, IMPACTED TERRAIN SHORTLY AFTER TAKEOFF. ICE HAD BEEN SEEN ON THE WINGS AND HORIZONTAL STABILIZER, AND ICING CONDITIONS WERE PRESENT. THE AIRCRAFT WAS OVER MAXIMUM GROSS WEIGHT BY A MINIMUM OF 258 POUNDS, AND THE PILOT HELD AN EXPIRED STUDENT PILOT CERTIFICATE DATED AUGUST 17, 1984. A COPY OF A PRIVATE PILOT CERTIFICATE DESIGNATING MULTIENGINE LAND AND INSTRUMENT WAS FOUND IN THE PILOT'S PERSONAL BELONGINGS. FAA OFFICIALS CONCLUDED THAT IT WAS NOT A VALID CERTIFICATE. AN APPLICATION FOR A MEDICAL CERTIFICATE DATED MAY 30, 1991, INDICATED THE PILOT HAD 4,000 HOURS OF FLIGHT TIME. THIS FIGURE COULD NOT BE VERIFIED. JUST PRIOR TO TAKEOFF THE PILOT WAS OBSERVED BRUSHING SNOW OFF THE WINGS. FOLLOWING THE ACCIDENT GRANULAR ICE WAS FOUND ON THE AERODYNAMIC SURFACES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRFRAME ICE AND THE PILOT'S FAILURE TO REMOVE IT. FACTORS WERE: AIRCRAFT WEIGHT EXCEEDED AND LACK OF PILOT CERTIFICATION.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT

### Findings

1. (C) WING,SKIN - ICE
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (F) QUALIFICATION - UNQUALIFIED PERSON

## Factual Information

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/30/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1974G
<b>Model/Series:</b>	421B 421B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421B0862
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	02/05/1991, Annual	<b>Certified Max Gross Wt.:</b>	7450 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2916 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GTSIO-520-H
<b>Registered Owner:</b>	CEBCO AVIATION, INC.	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	CEBCO AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBS, 6878 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1549 MST	Direction from Accident Site:	143°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	MINNEAPOLIS, MN (ANE)	Type of Clearance:	IFR
Departure Time:	1605 MST	Type of Airspace:	Class G

## Airport Information

Airport:	BOB ADAMS (SBS)	Runway Surface Type:	Asphalt
Airport Elevation:	6878 ft	Runway Surface Condition:	Ice; Snow--compacted
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal, 4 Serious, 1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 4 Serious, 1 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	08/13/1993
Additional Participating Persons:	TOM SCIACCA; DENVER, CO		
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> .		

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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](#).