



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW CASTLE, CO	Accident Number:	DEN92FA040
Date & Time:	03/05/1992, 1002 MST	Registration:	N303CA
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE IMPACTED MOUNTAINOUS TERRAIN APPROXIMATELY 10.5 DME FROM THE AIRPORT WHILE EXECUTING A LOC-DME INSTRUMENT APPROACH. THE AIRPLANE WAS CONFIGURED FOR LANDING. THE ELEVATOR TRIM JACKSCREW WAS APPROXIMATELY 18 DEGREES NOSE UP. THE ALTITUDE PRESELECT, COUPLED TO THE SPERRY AUTOPILOT SYSTEM, WAS SET AT 9,500 FEET. MINIMUM DESCENT ALTITUDE UNTIL REACHING THE FINAL APPROACH FIX IS 9,500 FEET. FINAL APPROACH FIX IS LOCATED AT 9.3 DME. TWENTY FOUR PRESCRIPTION AND NONPRESCRIPTION DRUGS WERE FOUND ABOARD THE AIRPLANE. THE PILOT'S TOXICOLOGY REPORT DISCLOSED 0.206 (UG/ML, UG/G) CHLORPHENIRAMINE, AN ANTIHISTAMINE, IN HIS LIVER FLUID. ACCORDING TO AN FAA FLIGHT SURGEON, THIS WOULD EQUATE TO APPROXIMATELY .034 UG/ML IN BLOOD. THERAPEUTIC DOSAGE IS .01 TO .04 UG/ML. THE DRUG IS CONTRAINDICATED FOR FLYING DUE TO ITS CAPABILITY OF PRODUCING DROWSINESS. CHLORPHENIRAMINE IS AN INGREDIENT FOUND IN COMTREX, ONE OF THE DRUGS FOUND ABOARD THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL DURING AN INSTRUMENT APPROACH WITH THE AUTOPILOT ENGAGED. A FACTOR WAS: THE PILOT'S PHYSICAL IMPAIRMENT FROM A PRESCRIPTION DRUG.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. AUTOPILOT - SELECTED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/30/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1265 hours (Total, all aircraft), 154 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N303CA
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1516 S.A.
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10-511
Registered Owner:	NEECE, S.R./GEESBREGHT, J.M.	Rated Power:	778 hp
Operator:	NEECE, S.R./GEESBREGHT, J.M.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RIL, 5544 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1647 MST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 1700 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:	4° C
Precipitation and Obscuration:			
Departure Point:	FORT WORTH, TX (FWS)	Type of Flight Plan Filed:	IFR
Destination:	RIFLE, CO (RIL)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	GARFIELD COUNTY REGIONAL (RIL)	Runway Surface Type:	Asphalt
Airport Elevation:	5544 ft	Runway Surface Condition:	
Runway Used:	26	IFR Approach:	Localizer Only
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	05/26/1993
Additional Participating Persons:	ERNIE GONZALES; SALT LAKE CITY, UT		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).