



National Transportation Safety Board Aviation Accident Final Report

Location:	OAKLEY, UT	Accident Number:	SEA93FA071
Date & Time:	03/02/1993, 0528 MST	Registration:	N3103P
Aircraft:	CESSNA 402B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE FLIGHT TOOK OFF AT 0500 HOURS IN DARK VISUAL METEOROLOGICAL CONDITIONS. RADAR DATA INDICATES THAT THE FLIGHT WAS HEADING IN AN EASTERLY DIRECTION, TOWARDS ITS DESTINATION AND HAD CLIMBED TO AND LEVELED OFF AT 12,500 FEET. THREE MINUTES PRIOR TO THE LAST IDENTIFIED RADAR TARGET, THE PILOT OBTAINED A PARTIAL WEATHER BRIEFING, FOR THE DESTINATION AIRPORTS, FROM THE FLIGHT SERVICE STATION. THE WRECKAGE WAS LOCATED IN AN AREA OF HIGH MOUNTAINOUS TERRAIN. EVIDENCE INDICATED THAT THE FLIGHT COLLIDED WITH A RIDGE LINE AT THE 12,400 FOOT LEVEL. THE MAIN WRECKAGE WAS LOCATED ON THE EAST SIDE OF THE RIDGE AT 11,400 FEET. DURING THE POST CRASH INVESTIGATION, THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR INFLIGHT PLANNING/DECISION. FACTORS TO THE ACCIDENT WERE: DARK NIGHT CONDITION AND TERRAIN CLEARANCE WAS NOT MAINTAINED.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CRUISE

Findings

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	36, 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 Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/27/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5521 hours (Total, all aircraft), 502 hours (Total, this make and model), 3764 hours (Pilot In Command, all aircraft), 295 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3103P
Model/Series:	402B 402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B0821
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	02/15/1993, 100 Hour	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	149 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8436 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520-E
Registered Owner:	AMERICAN CHECK TRANSPORT	Rated Power:	300 hp
Operator:		Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	FLIGHT LINE INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SLC, 4227 ft msl	Distance from Accident Site:	77 Nautical Miles
Observation Time:	0550 MST	Direction from Accident Site:	79°
Lowest Cloud Condition:	Unknown / 8000 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C / -7° C
Precipitation and Obscuration:			
Departure Point:	SALT LAKE CITY, UT (U42)	Type of Flight Plan Filed:	None
Destination:	RAWLINS, WY (RWL)	Type of Clearance:	None
Departure Time:	0500 MST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	12/03/1993
Additional Participating Persons:	JOHN T KENT; SEAGOVILLE, TX DAVID RYAN; WICHITA, KS RICK STEDNITZ; 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/ .		

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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](#).