



Aviation Investigation Final Report

Location:	VALENTINE, Nebraska	Accident Number:	CHI93FA024
Date & Time:	November 1, 1992, 19:00 Local	Registration:	N206RB
Aircraft:	CESSNA U206F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE IMPACTED RISING TERRAIN 31 MI SOUTH OF THE DESTINATION. A WITNESS IN THE VICINITY OF THE ACCIDENT SITE REPORTED SEEING THE AIRPLANE FLYING AT BETWEEN 100-300 FT AGL JUST BELOW THE CLOUDS WITH AN ESTIMATED GROUND VISIBILITY AT ABOUT 1 MI. THE PILOT HAD RECEIVED TWO WEATHER BRIEFINGS AND WAS AWARE OF LOW CEILINGS. HIS REPLY TO A 500-FT OVERCAST WAS '...FIVE HUNDRED UP THERE DOESN'T BOTHER ME BECAUSE AH, I'M, I'M REAL FAMILIAR WITH THE AREA.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INTENTIONAL FLIGHT INTO AN AREA OF LOW CEILINGS, AND HIS FAILURE TO MAINTAIN AN ALTITUDE SUFFICIENT FOR TERRAIN CLEARANCE. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S OVERCONFIDENCE, THE LOW CEILING AND THE DARK NIGHT CONDITION.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CRUISE

Findings

4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 14, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2592 hours (Total, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N206RB
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602649
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	October 23, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1950 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	STOTTS, REX R.	Rated Power:	285 Horsepower
Operator:	STOTTS, REX R.	Operating Certificate(s) Held:	None
Operator Does Business As:	REX AND MARIE STOTTS RANCH	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	VTN ,2589 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	18:47 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown / 1100 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LINCOLN , NE (LNK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	42.869533,-100.550918(est)

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	JIM OWENS; LINCOLN , NE
Original Publish Date:	January 31, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15575

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).