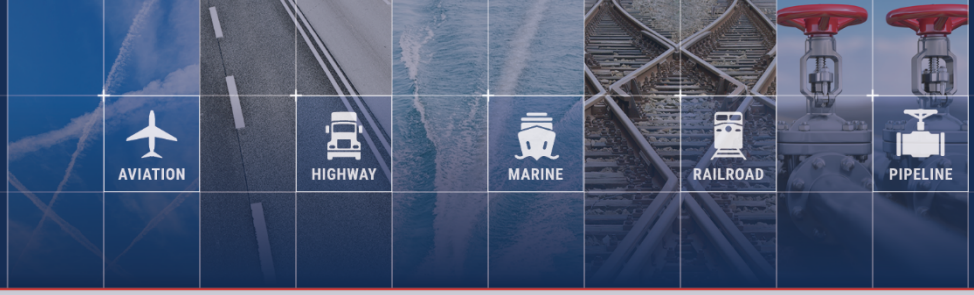

Aviation Investigation Final Report

Location:	HEBER CITY, Utah	**Accident Number:**	DEN83LA082
Date & Time:	March 21, 1983, 07:38 Local	**Registration:**	N4520V
Aircraft:	AMERICAN AA-5B	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AFTER TAKING OFF AT HEBER CITY, UT, THE PLT TURNED TO A 090 DEG HEADING & BEGAN A CLIMB WITH FULL THROTTLE, MIXTURE FULL RICH, 80 TO 90 KIAS & APRX 500 FPM RATE OF CLIMB. AT APRX 6500 FT MSL, HE ALTERED THE COURSE TO 110 TO 115 DEG TO PROVIDE BETTER TERRAIN CLEARANCE, OVER A SLIGHT VALLEY FORMED BY CREEK DRAINAGE. AT THAT POINT, THE CLEARANCE WAS REPORTEDLY ABOUT 1000 FT. AS THE CLIMB CONTINUED, THE PLT NOTICED THAT THE TERRAIN WAS GRADUALLY GETTING CLOSER. AS HE NEARED THE TOP, HE SUDDENLY REALIZED THAT THE ACFT MIGHT NOT BE ABLE TO MAKE IT OVER. A 180 DEG TURN WAS STARTED. HOWEVER, AS A LEFT BANK WAS ESTABLISHED FOR THE TURN, THE ACFT FELT MUSHY & STARTED TO LOSE ALT RAPIDLY. THE PLT ROLLED THE WINGS LEVEL & PULLED BACK ON THE YOKE WHEN GROUND CONTACT WAS POSSIBLE. HOWEVER, THE DESCENT CONTINUED & THE ACFT CRASHED ON A TREELESS, SNOW CVRD SLOPE AT 9300 FT. THE PLT SUGGESTED CARBON MONOXIDE MIGHT EXPLAIN HIS INDECISIVENESS, BUT AN EXAM OF THE ENG & EXHAUST SYS REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings
1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (C) PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Airline transport	**Age:**	45,Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	February 23, 1983
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	7469 hours (Total, all aircraft), 153 hours (Total, this make and model), 5435 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	**Registration:**	N4520V
Model/Series:	AA-5B AA-5B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	AA5B1066
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	September 7, 1982 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	27 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1525 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, activated	**Engine Model/Series:**	O-360-A4K
Registered Owner:	LAKE AERO, INC.	**Rated Power:**	180 Horsepower
Operator:	MERCURY AIRCOURIER SERVICE	**Operating Certificate(s) Held:**	On-demand air taxi (135)
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	**Visibility**	15 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	150°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	-9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEBER CITY , UT (36U)	**Type of Flight Plan Filed:**	VFR
Destination:	DUSCHESNE , UT (U69)	**Type of Clearance:**	None
Departure Time:	00:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	40.430473,-111.190231(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=16055