



# Aviation Investigation Final Report

<b>Location:</b>	HEBER CITY, Utah	<b>Accident Number:</b>	DEN83LA082
<b>Date &amp; Time:</b>	March 21, 1983, 07:38 Local	<b>Registration:</b>	N4520V
<b>Aircraft:</b>	AMERICAN AA-5B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 23, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	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.nts.gov/Docket?ProjectID=16055>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).