



Aviation Investigation Final Report

Location:	BRYCE CANYON, Utah	Accident Number:	DEN83LA175
Date & Time:	July 22, 1983, 11:30 Local	Registration:	N9403G
Aircraft:	CESSNA U206E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THAT WHILE ENROUTE TO ALBUQUERQUE FROM LAS VEGAS HE ENCOUNTERED DETERIORATING WEATHER THAT HE COULD NOT GET AROUND HE TRIED TO CLIMB OVER IT BUT WAS UNABLE. ONCE CLEAR OF CLOUD HE DESCENDED TRYING TO GET BACK TO BRYCE CANYON. AS THE CEILING LOWERED HE BEGAN TO LOOK FOR A PLACE TO LAND. THE RAIN CONTINUED AND HE WAS FORCED TO LAND IMMEDIATELY IN A FIELD. AFTER TOUCHDOWN THE AIRCRAFT STRUCK A RUT AND WENT INTO ROUGHER TERRAIN. THE AIRCRAFT THEN STRUCK A MOUNTAIN OF DIRT AND ROCKS SHEARING THE NOSE WHEEL OFF, STANDING THE AIRPLANE ON END, TIPPING OVER TO HIT THE LEFT WING AND FALLING BACK ON THE MAIN GEAR. ACCORDING TO THE FSS SPECIALIST THE PILOT WAS ADVISED OF DETERIORATING WEATHER ALONG THE MOUNTAINS IN EASTERN AND SOUTHERN UTAH (VICINITY OF BRYCE CANYON).

Probable Cause and Findings

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

Findings

Occurrence #1: FORCED LANDING
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
5. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. (F) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. (C) JUDGMENT - POOR - PILOT IN COMMAND
8. (F) LANDING GEAR,NOSE GEAR - SEPARATION

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 25, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	374 hours (Total, all aircraft), 74 hours (Total, this make and model), 339 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9403G
Model/Series:	U206E U206E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20601603
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	June 21, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2970 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	ROBERT O.KURTH	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	2 miles
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	LAS VEGAS , NV (VGT)	Type of Flight Plan Filed:	VFR
Destination:	ALBUQUERQUE , NM (ABQ)	Type of Clearance:	None
Departure Time:	08:00 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:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

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=16125>

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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](#).