



# Aviation Investigation Final Report

<b>Location:</b>	BIG PINEY, Wyoming	<b>Accident Number:</b>	DEN84LA060
<b>Date &amp; Time:</b>	December 24, 1983, 12:00 Local	<b>Registration:</b>	N6884G
<b>Aircraft:</b>	CESSNA 425	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

PRIOR TO DEPARTURE THE PLT TELEPHONED THE FBO AT BIG PINEY ARPT. HE WAS ADVISED OF THE POOR WX CONDITIONS THAT EXISTED AT THE ARPT & WAS ALSO ADVISED NOT TO LAND AT THE ARPT. THE ACFT WAS LATER OBSERVED TO LAND AT BIG PINEY ARPT, TOUCH DOWN ON THE SNOW COVERED RWY 31 & ABRUPTLY TURN 90 DEG LEFT INTO A 3-FT HIGH SNOWBANK. THE PLT SAID THAT HE ENCOUNTERED A WHITEOUT CONDITION WHICH MADE IT IMPOSSIBLE TO DISTINGUISH FEATURES.

## 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 - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - SNOW
5. (F) WEATHER CONDITION - WHITEOUT
6. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

7. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
  8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  9. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  10. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

11. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	35,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 21, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5130 hours (Total, all aircraft), 37 hours (Total, this make and model), 4940 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6884G
<b>Model/Series:</b>	425 425	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	425-0136
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	September 29, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	6800 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	320 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-112
<b>Registered Owner:</b>	PETRO CORP.	<b>Rated Power:</b>	500 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RKS ,6974 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	500 ft AGL	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C
<b>Precipitation and Obscuration:</b>	N/A - None - Snow		
<b>Departure Point:</b>	SALT LAKE CITY (SLC )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Airport advisory area;Class D

## Airport Information

<b>Airport:</b>	BIG PINEY MUNICIPAL BPI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6974 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	VOR
<b>Runway Length/Width:</b>	6800 ft / 75 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	5 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 None	<b>Latitude, Longitude:</b>	42.540283,-110.110145(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=16316>

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