



# Aviation Investigation Final Report

<b>Location:</b>	NEW CASTLE, Colorado	<b>Accident Number:</b>	DEN92FA040
<b>Date &amp; Time:</b>	March 5, 1992, 10:02 Local	<b>Registration:</b>	N303CA
<b>Aircraft:</b>	MITSUBISHI MU-2B-60	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE IMPACTED MOUNTAINOUS TERRAIN APPROXIMATELY 10.5 DME FROM THE AIRPORT WHILE EXECUTING A LOC-DME INSTRUMENT APPROACH. THE AIRPLANE WAS CONFIGURED FOR LANDING. THE ELEVATOR TRIM JACKSCREW WAS APPROXIMATELY 18 DEGREES NOSE UP. THE ALTITUDE PRESELECT, COUPLED TO THE SPERRY AUTOPILOT SYSTEM, WAS SET AT 9,500 FEET. MINIMUM DESCENT ALTITUDE UNTIL REACHING THE FINAL APPROACH FIX IS 9,500 FEET. FINAL APPROACH FIX IS LOCATED AT 9.3 DME. TWENTY FOUR PRESCRIPTION AND NONPRESCRIPTION DRUGS WERE FOUND ABOARD THE AIRPLANE. THE PILOT'S TOXICOLOGY REPORT DISCLOSED 0.206 (UG/ML, UG/G) CHLORPHENIRAMINE, AN ANTIHISTAMINE, IN HIS LIVER FLUID. ACCORDING TO AN FAA FLIGHT SURGEON, THIS WOULD EQUATE TO APPROXIMATELY .034 UG/ML IN BLOOD. THERAPEUTIC DOSAGE IS .01 TO .04 UG/ML. THE DRUG IS CONTRAINDICATED FOR FLYING DUE TO ITS CAPABILITY OF PRODUCING DROWSINESS. CHLORPHENIRAMINE IS AN INGREDIENT FOUND IN COMTREM, ONE OF THE DRUGS FOUND ABOARD THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL DURING AN INSTRUMENT APPROACH WITH THE AUTOPILOT ENGAGED. A FACTOR WAS: THE PILOT'S PHYSICAL IMPAIRMENT FROM A PRESCRIPTION DRUG.

## Findings

---

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. AUTOPILOT - SELECTED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 30, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1265 hours (Total, all aircraft), 154 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MITSUBISHI	<b>Registration:</b>	N303CA
<b>Model/Series:</b>	MU-2B-60 MU-2B-60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1516 S.A.
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	11575 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TPE331-10-511
<b>Registered Owner:</b>	NEECE, S.R./GEESBREGHT, J.M.	<b>Rated Power:</b>	778 Horsepower
<b>Operator:</b>	NEECE, S.R./GEESBREGHT, J.M.	<b>Operating Certificate(s) Held:</b>	None
<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>	RIL ,5544 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	16:47 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Scattered / 500 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	Broken / 1700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FORT WORTH , TX (FWS )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	RIFLE , CO (RIL )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	GARFIELD COUNTY REGIONAL RIL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5544 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	Localizer only
<b>Runway Length/Width:</b>	7000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	5 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 Fatal	<b>Latitude, Longitude:</b>	39.580799,-107.529724(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	ERNIE GONZALES; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18148">https://data.ntsb.gov/Docket?ProjectID=18148</a>

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](#).