



Aviation Investigation Final Report

Location:	PAGOSA SPRINGS, Colorado	Accident Number:	DEN92FA088
Date & Time:	August 28, 1992, 21:58 Local	Registration:	N7032E
Aircraft:	CESSNA 175A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE NON INSTRUMENT RATED PILOT DEPARTED RUNWAY 01 ON A DARK CLEAR NIGHT WITH NO MOON. A WITNESS SAID THE AIRPLANE MADE AN IMMEDIATE SHARP LEFT BANK, THEN AN IMMEDIATE RIGHT BANK, FOLLOWED BY ANOTHER LEFT BANK AND AN IMMEDIATE RIGHT BANK. HE THEN LOST SIGHT OF THE AIRPLANE. THE AIRPLANE IMPACTED THE RUNWAY CLEAR ZONE APPROXIMATELY 0.5 MILES BEYOND THE DEPARTURE END OF THE RUNWAY. NO AIRFRAME OR POWERPLANT DISCREPANCIES WERE DISCOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT EXPERIENCING SPATIAL DISORIENTATION AND HIS FAILURE TO MAINTAIN AIRCRAFT CONTROL. FACTORS WERE: THE PILOT'S TOTAL LACK OF INSTRUMENT EXPERIENCE AND DARK NIGHT CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

- 3. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 4. (F) LIGHT CONDITION - DARK NIGHT

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

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 31, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	311 hours (Total, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7032E
Model/Series:	175A 175A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56532
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 14, 1992 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4993 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-A1A
Registered Owner:	SKYLARKERS, INC.	Rated Power:	180 Horsepower
Operator:	SKYLARKERS, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	FMN ,6685 ft msl	Distance from Accident Site:	75 Nautical Miles
Observation Time:	21:47 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2V1)	Type of Flight Plan Filed:	VFR
Destination:	FARMINGTON , NM (FMN)	Type of Clearance:	None
Departure Time:	21:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	STEVENS FIELD 2V1	Runway Surface Type:	Asphalt
Airport Elevation:	7700 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	
Runway Length/Width:	6500 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	37.240051,-107.030548(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	RON NORTON; DENVER , CO TOM SCIACCA; DENVER , CO
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18160

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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](#).