



# Aviation Investigation Final Report

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<b>Location:</b>	STEAMBOAT SPRIN, Colorado	<b>Accident Number:</b>	DEN92FA091
<b>Date &amp; Time:</b>	September 4, 1992, 19:20 Local	<b>Registration:</b>	N12GG
<b>Aircraft:</b>	BEECH E-55	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE INSTRUMENT RATED PILOT OBTAINED A WEATHER BRIEFING AND WAS TOLD VFR FLIGHT WAS NOT RECOMMENDED DUE TO A LINE OF THUNDERSTORMS BETWEEN HIS DEPARTURE POINT AND DESTINATION, AND A CONVECTIVE SIGMET HAD BEEN ISSUED. ADDITIONALLY, FLIGHT PRECAUTIONS HAD BEEN POSTED FOR MOUNTAIN OBSCUREMENT, LIGHT TO MODERATE MIXED TO CLEAR ICING, AND OCCASIONAL LIGHT TO MODERATE TURBULENCE. THE PILOT DID NOT FILE A FLIGHT PLAN AND DEPARTED. HUNTERS REPORTED SEEING A LOW FLYING TWIN ENGINE AIRPLANE CIRCLE THE AREA, THEN THEY HEARD THE IMPACT. THEY SAID THE WEATHER CONSISTED OF A LOW CEILING, REDUCED VISIBILITY, FOG, HIGH WINDS, AND RAIN THAT FOLLOWED A SNOW SHOWER. RECORDS INDICATE THE PILOT DID NOT FLY BETWEEN 1978 AND 1991, AND HAD RECENTLY BEEN GIVEN A CHECKOUT IN THE ACCIDENT AIRPLANE. NEAR VERTICAL IMPACT RESULTED IN MINIMAL WRECKAGE SCATTER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT BECOMING SPATIALLY DISORIENTED AND LOSING CONTROL OF THE AIRPLANE. FACTORS WERE: THE PILOT'S DISREGARD OF THE PREFLIGHT WEATHER BRIEFING, HIS INTENTIONAL VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS, HIS LACK OF RECENT INSTRUMENT TIME, AND WEATHER CONDITIONS.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

### Findings

1. (F) PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. (F) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
3. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. (F) WEATHER CONDITION - LOW CEILING
7. (F) WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION - HIGH WIND
9. WEATHER CONDITION - SNOW
10. WEATHER CONDITION - RAIN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, 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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 9, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3100 hours (Total, all aircraft), 350 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N12GG
<b>Model/Series:</b>	E-55 E-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-779
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	December 19, 1991 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	409 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5101 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	RMS SALES, INC.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	RMS SALES, INC.	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Dusk
<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>	Unknown	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Overcast / 150 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots / 40 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>	
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	LONGMONT , CO (2V2)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	STEAMBOAT SPRIN, CO (SBS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 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 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	40.470195,-106.820671(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	DAVE GONZALES; DENVER , CO
<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.nts.gov/Docket?ProjectID=18162">https://data.nts.gov/Docket?ProjectID=18162</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](#).