



# Aviation Investigation Final Report

<b>Location:</b>	MAYFIELD, Utah	<b>Accident Number:</b>	SEA91FA235
<b>Date &amp; Time:</b>	September 6, 1991, 10:00 Local	<b>Registration:</b>	N3006J
<b>Aircraft:</b>	PIPER PA32RT-300T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING A CROSS COUNTRY FLIGHT, THE PILOT REPORTED THAT HE WAS TURNING AROUND TO RETURN TO HIS DEPARTURE POINT BECAUSE OF WEATHER CONDITIONS THAT DID NOT PERMIT CONTINUED FLIGHT UNDER VFR CONDITIONS. THE PILOT LAST REPORTED AT 10,500 FEET AND BETWEEN LAYERS. THE WRECKAGE WAS LOCATED AT 10,800 FEET IN MOUNTAINOUS TERRAIN THAT ROSE TO 11,000 FEET.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR IN FLIGHT PLANNING/DECISION. FACTORS TO THE ACCIDENT WERE: FLIGHT INTO KNOWN ADVERSE WEATHER, INADVERTENT VFR FLIGHT INTO IMC AND INADEQUATE CLEARANCE.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
2. (F) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE - NORMAL

Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (F) CLEARANCE - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 19, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	616 hours (Total, all aircraft), 78 hours (Total, this make and model), 506 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3006J
<b>Model/Series:</b>	PA32RT-300T PA32RT-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	32R-7987074
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	May 8, 1991 100 hour	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	23 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1120 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-S1AD
<b>Registered Owner:</b>	STANLEY K. WILLIAMS	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	STANLEY K. WILLIAMS	<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>	Unknown	<b>Condition of Light:</b>	Day
<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>	
<b>Lowest Ceiling:</b>	Unknown	<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>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SALT LAKE CITY , UT (SLC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BULLFROG BASIN , UT (U07 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:22 Local	<b>Type of Airspace:</b>	

## 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>	None
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	39.099269,-111.709739(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	TIM MASON; SALT LAKE CITY , UT CHARLES LITTLE; CHINO , CA
<b>Original Publish Date:</b>	January 25, 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=41339">https://data.nts.gov/Docket?ProjectID=41339</a>

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