



# Aviation Investigation Final Report

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<b>Location:</b>	RIVERTON, Utah	<b>Accident Number:</b>	SEA93FA033
<b>Date &amp; Time:</b>	December 9, 1992, 15:45 Local	<b>Registration:</b>	N755AA
<b>Aircraft:</b>	BEECH 35-33	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

IT WAS REPORTED BY THE PILOT'S SON THAT PRIOR TO DEPARTING FOR THE FLIGHT, THE PILOT WAS AWARE OF THE POOR WEATHER CONDITIONS ALONG THE ROUTE OF FLIGHT. THE SON AND ANOTHER PILOT WERE FLYING IN A TWIN ENGINE AIRPLANE, AND THE FATHER WAS IN THE SINGLE ENGINE AIRPLANE. THE SON STATED THAT HIS FATHER TOOK OFF ABOUT EIGHT MINUTES BEFORE THEIR FLIGHT AND TURNED TOWARD THE NORTHWEST, WHILE THE SON TOOK OFF AND TURNED TO THE NORTHEAST TO FOLLOW THE VALLEY SOUTH. THE SON REPORTED THAT THE WEATHER FRONT WAS RUNNING ACROSS THE VALLEY AND THAT LIGHT SNOW WAS FALLING AND VISIBILITY WAS POOR AT THE TIME. THE WRECKAGE WAS FOUND ALONG THE WEST SIDE OF THE VALLEY NEAR ROLLING HILLS APPROXIMATELY SEVEN MILES SOUTH OF THE AIRPORT. A WITNESS REPORTED THAT HE HEARD THE CRASH BUT COULD NOT SEE IT DUE TO THE FALLING SNOW. POST CRASH INVESTIGATION DID NOT REVEAL EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TERRAIN CLEARANCE WAS NOT MAINTAINED. FACTORS TO THE ACCIDENT WERE: SNOW AND FLIGHT INTO KNOWN ADVERSE WEATHER.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - SNOW

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

2. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 11, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	990 hours (Total, all aircraft), 263 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N755AA
<b>Model/Series:</b>	35-33 35-33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD-100
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	34 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6472 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-J
<b>Registered Owner:</b>	PORTER, HOWARD K.	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>	PORTER, HOWARD K.	<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>	SLC ,4227 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	353°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Overcast / 2400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	1°C
<b>Precipitation and Obscuration:</b>	Light - None - Snow		
<b>Departure Point:</b>	SALT LAKE CITY , UT (U42 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PROVO , UT (PVU )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 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>	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>	40.500667,-111.940399(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	KENNETH STUERKE; WITCHITA , KS JOHN WARD; WITCHITA , KS CHUCK KNIPPLE; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	September 28, 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=42930">https://data.nts.gov/Docket?ProjectID=42930</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](#).