



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SALT LAKE CITY, UT	<b>Accident Number:</b>	SEA97FA067
<b>Date &amp; Time:</b>	03/02/1997, 1913 MST	<b>Registration:</b>	N117WM
<b>Aircraft:</b>	Beech 200	<b>Injuries:</b>	1 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

## Analysis

The flight was on a coupled instrument landing system (ILS) approach with 1/2 mile visibility in snow showers. Three successive fixes on the localizer are defined by distance measuring equipment (DME) paired with the ILS; prior to the ILS DME commissioning 6 months before the accident, the DME fixes were defined by a VORTAC 4.7 nautical miles past the ILS DME. The aircraft was 800 feet high at the first fix and 1,500 feet high at the second, but approximately on altitude 4.7 nautical miles past the first and second fixes, respectively. It passed the outer marker 900 feet high and captured the glide slope from above about 1.8 nautical miles from the threshold, 500 feet above decision height (DH) and 700 feet above touchdown. The aircraft was on glide slope for 28 seconds, during which time its speed decayed to stall speed; it then dropped below glide slope and crashed 1.3 nautical miles short of the threshold. The pilot's FLT DIR DME-1/ DME-2 switch, which control the DME display on the pilot's horizontal situation indicator (HSI), was found set to DME-2; the NAV-2 radio was set to the VORTAC frequency. Up to 800 feet may be required for stall recovery.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed on the ILS approach, resulting in a stall. Factors included: low visibility; the pilot's selection of the improper DME for the approach; his resulting failure to attain the proper descent profile for the approach; and insufficient altitude available for stall recovery.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) APPROACH RECEIVER - IMPROPER - PILOT IN COMMAND
3. (F) PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
4. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT POSSIBLE

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

### Findings

7. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	8172 hours (Total, all aircraft), 1841 hours (Total, this make and model), 8150 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N117WM
<b>Model/Series:</b>	200 200	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	COAST HOTELS & CASINOS INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-41
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	SLC, 4227 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Obscured / 1100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	18 knots / , 340°
<b>Temperature:</b>	34°C	<b>Visibility:</b>	0.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LAS VEGAS, NV (LAS)	<b>Destination:</b>	(SLC)

## Airport Information

<b>Airport:</b>	SALT LAKE CITY INTL (SLC)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	34R	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal, 2 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): GREGG NESEMEIER Adopted Date: 02/28/2000

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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