



National Transportation Safety Board Aviation Accident Data Summary

Location:	RAWLINS, WY	Accident Number:	SEA97LA125
Date & Time:	06/01/1997, 2240 MDT	Registration:	N1233P
Aircraft:	Cessna 402C	Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

During the initial climb after takeoff, while executing a dark-night departure, the pilot failed to maintain clearance from rising terrain about one and one-quarter mile off the end of the runway. Operator records indicated that the pilot had flown out of this airport in the past, and that the aircraft was approximately 600 pounds below maximum certificated gross weight at the time of departure. A teardown inspection of both engines revealed no pre-impact anomalies, and visual and teardown inspections of the propellers showed damage signatures consistent with ground contact in a flat pitch under significant power.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from the terrain during the initial climb after a night takeoff. Factors include a dark night and rising terrain off the departure end of the runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) TERRAIN CONDITION - RISING
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	13000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 11500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1233P
Model/Series:	402C 402C	Engines:	2 Reciprocating
Operator:	CASPER FLYING SERVICE	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	TSIO520-VB
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	21 °C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(RWL)	Destination:	RIVERTON, WY (RIW)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ORRIN K ANDERSON	Adopted Date:	04/24/1998
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.