



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGER, NM	Accident Number:	FTW92LA017
Date & Time:	11/02/1991, 1610 MST	Registration:	N61539
Aircraft:	CESSNA 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

A PRIVATE PILOT WAS ADVISED BY THE WEATHER BRIEFER THAT VFR FLIGHT WAS NOT RECOMMENDED ALONG HIS ROUTE OF FLIGHT DUE TO LOW VISIBILITIES AND SNOW SHOWERS. THE NON INSTRUMENT RATED PILOT ELECTED TO DEPART ON HIS CROSS COUNTRY FIGHT AND ENCOUNTERED THE PREVIOUSLY FORECASTED WEATHER ENROUTE. THE HEAVY SHOW SHOWERS CAUSED A BLOCKAGE OF THE AIR INDUCTION FILTER SCREEN. THE PILOT MANAGED TO FOLLOW AN INTERSTATE HIGHWAY AT LOW ALTITUDE UNTIL AN AIRPORT WAS FOUND. WHILE LANDING, THE RIGHT MAIN LANDING GEAR IMPACTED A LARGE SNOW DRIFT, CAUSING THE AIRPLANE TO DRIFT OFF THE RUNWAY AND FLIP OVER. THE PILOT REPORTED THAT DUE TO HIS LOW ALTITUDE AND DIMINISHING POWER, HE WAS UNABLE TO PROPERLY ALIGN THE AIRPLANE WITH THE RUNWAY BEFORE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGEMENT IN ATTEMPTING FLIGHT INTO FORCASTED ADVERSE WEATHER, HIS DISREGARD FOR THE HAZARDOUS WEATHER ADVISORY RECEIVED WHICH RESULTED IN PARTIAL LOSS OF ENGINE POWER AS A RESULT OF A BLOCKED INDUCTION SYSTEM DUE TO ICE AND SNOW, AND THE PILOT'S FAILURE TO PROPERLY ALIGN THE AIRCRAFT WITH THE RUNWAY.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. WEATHER CONDITION - SNOW
2. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. (F) HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

4. (C) INDUCTION AIR CONTROL,AIR FILTER/SCREEN - BLOCKED(TOTAL)
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - SNOWBANK
7. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	623 hours (Total, all aircraft), 550 hours (Total, this make and model), 572 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N61539
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17264624
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-E2D
Registered Owner:	ROY E. ROADIFER	Rated Power:	150 hp
Operator:	ROY E. ROADIFER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	9°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	COLORADO SPRING, CO (COS)	Type of Flight Plan Filed:	VFR
Destination:	SOCORRO, NM (ONM)	Type of Clearance:	None
Departure Time:	1409 MST	Type of Airspace:	Class G

Airport Information

Airport:	SPRINGER (Q42)	Runway Surface Type:	Asphalt
Airport Elevation:	5891 ft	Runway Surface Condition:	Snow--wet
Runway Used:	19	IFR Approach:	
Runway Length/Width:	5000 ft / 60 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	05/05/1993
Additional Participating Persons:	J. SANDERA; ALBUQUERQUE, NM		
Publish Date:			
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/ .		

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