



National Transportation Safety Board Aviation Accident Data Summary

Location:	SPRINGER, NM	Accident Number:	FTW92LA017
Date & Time:	11/02/1991, 1610 MST	Registration:	N61539
Aircraft:	CESSNA 172M	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

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
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Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	65
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	ROY E. ROADIFER	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 9°
Temperature:	-18°C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	COLORADO SPRING, CO (COS)	Destination:	SOCORRO, NM (ONM)

Airport Information

Airport:	SPRINGER (Q42)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Snow--wet
Runway Length/Width:	5000 ft / 60 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA Adopted Date: 05/05/1993

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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