



National Transportation Safety Board Aviation Accident Final Report

Location:	GYP SUM, CO	Accident Number:	DEN91FA002
Date & Time:	10/02/1990, 2031 MDT	Registration:	N6477N
Aircraft:	CESSNA T210N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT RECEIVED A WEATHER BRIEFING PRIOR TO FILING AN IFR FLIGHT PLAN. THUNDERSTORMS AND ICING CONDITIONS PREVAILED ALONG HIS INTENDED ROUTE. DURING THE FLIGHT ICE FORMED ON HIS AIRCRAFT IN THE VICINITY OF GYP SUM, COLORADO. THE FLIGHT CONTINUED AND EVENTUALLY THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT. IT ENTERED INTO A SPIN WHICH CONTINUED UNTIL GROUND IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FLYING INTO KNOWN ADVERSE ICING AND THUNDERSTORM WEATHER CONDITIONS WHICH RESULTED IN THE LOSS OF CONTROL OF THE AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) WING - ICE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/29/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1215 hours (Total, all aircraft), 27 hours (Total, this make and model), 1112 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6477N
Model/Series:	T210N T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	21063051
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-R
Registered Owner:		Rated Power:	310 hp
Operator:	DENVER AIR CENTER, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	CIUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EGE, 6538 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1950 MDT	Direction from Accident Site:	126°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ST. GEORGE, UT (SGU)	Type of Flight Plan Filed:	VFR/IFR
Destination:	BROOMFIELD, CO (BJC)	Type of Clearance:	IFR
Departure Time:	1800 MDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	12/30/1992
Additional Participating Persons:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).