



National Transportation Safety Board Aviation Accident Data Summary

Location:	EDEN, UT	Accident Number:	DEN89FA001
Date & Time:	10/01/1988, 1420 MDT	Registration:	N48926
Aircraft:	CESSNA 152	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

BEFORE TAKEOFF, THE PLT TOLD RAMP PSNL THAT HE & HIS WIFE WERE PLANNING TO TAKE SOME PICTURES OF THE BEAUTIFUL FALL COLORS. A WITNESS NEAR THE CRASH SITE OBSERVED AN ACFT (MATCHING THE DESCRIPTION OF N48926) FLYING AT LOW ALTITUDE. SUBSEQUENTLY, THE ACFT CRASHED IN A BOX CANYON AREA WHERE STEEP TERRAIN PREVAILED ON BOTH SIDES & AHEAD OF THE ACFT. ELEVATION OF THE CRASH SITE WAS ABOUT 8000 FT. DENSITY ALTITUDE WAS ESTIMATED TO BE 10,400 FT. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE. NO EVIDENCE OF A PREIMPACT MECHANICAL PROBLEM WAS FOUND, EXCEPT ONE OF THE BOTTOM SPARK PLUGS CONTAINED ENOUGH LEAD DEPOSITS TO FILL THE GAP BTN THE CENTER POST (ELECTRODE) & ONE SIDE OF THE PLUG. CHORDWISE SCRAPES WERE FOUND ON THE PROP BLADES. ALSO, A 3 INCH LIMB WAS FOUND AT THE CRASH SITE WHICH HAD BEEN SLICED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - BLIND/BOX CANYON
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) IGNITION SYSTEM, SPARK PLUG - FOULED
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND
8. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Findings

9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Private	Age:	29
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	61 hours (Total, all aircraft), 61 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N48926
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	WASATCH WESTERN ENTERPRISES	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
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:	10 knots / , 270°
Temperature:	21° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	OGDEN, UT (OGD)	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Adopted Date:	01/08/1990
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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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.