



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	LINCOLN, NM	<b>Accident Number:</b>	DEN90FA030
<b>Date &amp; Time:</b>	12/02/1989, 1435 MST	<b>Registration:</b>	N9PU
<b>Aircraft:</b>	BEECH F-90	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WITNESSES HEARD THE AIRPLANE CIRCLING IN THE VICINITY OF THE NDB. OTHER WITNESSES SAW THE AIRPLANE EXIT THE CLOUD BASE IN A NEAR-VERTICAL DIVE AND IMPACT THE GROUND APRX 1 MILE EAST AND 1/2 MILE NORTH OF THE NDB.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL DUE TO PILOT DISORIENTATION WHILE CONDUCTING A NON PRECISION INSTRUMENT APPROACH. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S LACK OF INSTRUMENT AND MULTIENGINE EXPERIENCE, AND THE EXISTING ADVERSE WEATHER.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - SNOW
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
6. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	569 hours (Total, all aircraft), 92 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9PU
<b>Model/Series:</b>	F-90 F-90	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	R.F.W., INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-135
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SRR, 6805 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Obscured / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-2 °C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CARLSBAD, CA (CRQ)	<b>Destination:</b>	RUIDOSO, NM (SRR)

## Airport Information

<b>Airport:</b>	SIERRA BIANCA REGIONAL (SRR)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	24	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	8100 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-Ground
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER      Adopted Date: 09/30/1991

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](mailto: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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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.