



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MORAN, WY	<b>Accident Number:</b>	DEN87FA050
<b>Date &amp; Time:</b>	02/01/1987, 1840 MST	<b>Registration:</b>	N6089T
<b>Aircraft:</b>	CESSNA TR-182	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT RECEIVED SEVERAL WEATHER BRIEFINGS PRIOR TO DEPARTURE. BRIEFINGS INCLUDED REPORTS OF ICING CONDITIONS, LOW CLOUDS AND TURBULENCE. VFR FLIGHT WAS NOT RECOMMENDED. PLT DEPARTED VFR AND FILED IFR ENROUTE TO JACKSON. THE PILOT WAS ISSUED INSTRUCTIONS FOR THE ILS APPROACH TO JACKSON BUT WAS UNABLE TO EXECUTE THEM. THE ATC CONTROLLER ATTEMPTED TO GUIDE N6089T TO JACKSON, THEN IDAHO FALLS, DUE TO SEVERE WEATHER THAT INCLUDED TURBULENCE AND ICING ON THE APPROACH TO JACKSON. THE ACCIDENT OCCURRED APPROX 30 MILES FROM JACKSON. PLT LOGBOOK REVEALED NO RECENT NIGHT FLIGHT TIME.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (F) WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
  2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  5. OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  6. (F) WEATHER CONDITION - LOW CEILING
  7. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
  8. (F) WEATHER CONDITION - ICING CONDITIONS
  9. (F) LIGHT CONDITION - DARK NIGHT
  10. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  11. (F) PHYSICAL IMPAIRMENT(ANOXIA/HYPOXIA) - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: MANEUVERING

### Findings

12. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  13. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
  14. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  15. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  16. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  17. (C) SPIRAL - NOT CORRECTED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

18. TERRAIN CONDITION - HIGH TERRAIN
19. TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	78, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/24/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7084 hours (Total, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6089T
<b>Model/Series:</b>	TR-182 TR-182	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	F18201897
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/05/1987, Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-L3C52
<b>Registered Owner:</b>	HORACE H. KOESSLER	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	HORACE H. KOESSLER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 100 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	50 knots / 70 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:			
Departure Point:	MISSOULA, MT (MSO)	Type of Flight Plan Filed:	VFR/IFR
Destination:	JACKSON, WY (JAC)	Type of Clearance:	VFR
Departure Time:	1455 MST	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):	GREGORY A FEITH	Report Date:	05/09/1988
Additional Participating Persons:	DICK BRODOWY; HELENA, MT BOB WHITE; WICHITA, KS		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).