



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	EDGEWOOD, NM	<b>Accident Number:</b>	DEN85FA055
<b>Date &amp; Time:</b>	01/01/1985, 1200 MST	<b>Registration:</b>	N5069Q
<b>Aircraft:</b>	CESSNA 310N	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PVT RATED PILOT DID NOT HOLD A MULTIENGINE OR INSTRUMENT RATING. THE PILOT AND PASSENGER WERE RETURNING FROM VACATION. A WITNESS NEAR THE ACCIDENT SITE STATED THAT SHE SAW THE AIRCRAFT DESCEND OUT OF A LOW OVER LAST AT A VERY STEEP NOSE DOWN ANGLE. THE AIRCRAFT BEGAN TO CLIMB BUT THEN PITCHED DOWN AND SPUN TO THE GND. EXAMINATION OF THE AIRCRAFT WRECKAGE REVEALED THAT LEFT AND RIGHT HORIZONTAL STABILIZER, THE ELEVATORS AND THE RUDDER HAD SEPERATED IN-FLIGHT. EXAMINATION OF THE FAILED COMPONENTS REVEALED EVIDENCE THAT WAS INDICATIVE OF OVERSTRESS DUE TO AERODYNAMIC OVERLOAD.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
5. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT

### Findings

10. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
11. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
12. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
13. HORIZONTAL STABILIZER SURFACE - SEPARATION
14. FLIGHT CONTROL,ELEVATOR - SEPARATION

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

Findings

15. TERRAIN CONDITION - SNOW COVERED

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3087 hours (Total, all aircraft), 23 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 139 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5069Q
<b>Model/Series:</b>	310N 310N	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	OREN RONALD ALT	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	ID-470-VO
<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>	4MY, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Overcast / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 130°
<b>Temperature:</b>	-1° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LAKE HAVASU CIT, AZ (LN4)	<b>Destination:</b>	GREELEY, CO (GXY)

### 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>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): GREGORY A FEITH

Adopted 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 [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 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.