



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	DOUGLAS, WY	<b>Accident Number:</b>	DEN84FA122
<b>Date &amp; Time:</b>	04/01/1984, 1400 MST	<b>Registration:</b>	N414EM
<b>Aircraft:</b>	CESSNA 414A	<b>Injuries:</b>	2 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING AN APPROACH FOR A DOWNWIND LANDING, THE ACFT STALLED & IMPACTED THE GROUND 192 FT SHORT OF RWY 28. THE PLANE HAD ENCOUNTERED ICING CONDITIONS DURING FLT & ICE WAS STILL ADHERING TO THE ACFT AS THE PLT MADE AN APPROACH FOR LANDING. INSTRUMENT CONDITIONS EXISTED & THE RWY WAS COVERED WITH SNOW. THE PLT STATED THAT HE DID NOT ALLOW FOR THE ICE & WAS TRYING TO TOUCH DOWN ON THE APPROACH END OF THE RWY SO THAT THE ACFT WOULD NOT CONTINUE OF THE DEPARTURE END.

## 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

### Findings

1. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - SNOW
5. (F) WEATHER CONDITION - ICING CONDITIONS
6. (F) WING - ICE

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

### Findings

7. (F) WEATHER CONDITION - TAILWIND
8. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

## Findings

### 11. (F) TERRAIN CONDITION - SNOW COVERED

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58
<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>	6835 hours (Total, all aircraft), 566 hours (Total, this make and model), 6651 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N414EM
<b>Model/Series:</b>	414A 414A	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	EDWARD MOORE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	TSIO-520
<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>	DGW, 4875 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 90°
<b>Temperature:</b>	-1°C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BORREGO SPRINGS, CA (L08)	<b>Destination:</b>	(DGW)

## Airport Information

<b>Airport:</b>	CONVERSE COUNTY (DGW)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Snow--wet
<b>Runway Length/Width:</b>	5066 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 2 None	<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): 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.