



National Transportation Safety Board Aviation Accident Data Summary

Location:	Laramie, WY	Accident Number:	DEN03FA002
Date & Time:	10/01/2002, 1627 MDT	Registration:	N210HC
Aircraft:	Cessna T210M	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The instrument rated pilot was on an IFR cross-country flight. During the course of the flight, he requested a "turn back on course and if you could work out a lower altitude, we'd appreciate it." He was soon cleared to "descend and maintain one seven thousand (feet)." The pilot later asked the controller if he could "work us out of one seven thousand (feet), down to one three thousand (feet) or one one thousand (feet)." The controller cleared the pilot to descend to 13,000 feet. The pilot acknowledged the clearance and remarked, "see if we can work our way through these clouds." Later, the pilot reported, "Got a pretty big opening. I'm gonna cancel out on this IFR. I think I can make a big circle and get under this scattered layer, if that's okay with you." The controller approved the pilot's request to cancel his IFR flight plan. The airplane was in a circling descent before radar contact was lost. The wreckage was located about 45 miles from the last radar contact. According to the pilot's logbook, he had accrued 37.3 and 82.0 hours in actual and simulated instrument meteorological conditions, respectively. According to the pilot's son, his father would file an IFR flight plan and fly in the IFR "system" to stay current with IFR procedures and controller phraseology but, as a rule, he avoided flying in actual instrument meteorological conditions.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper inflight planning/decision, and his failure to maintain terrain clearance while attempting a low altitude maneuver. Contributing factors were the mountainous terrain, the airplane's low altitude, and the pilot's lack of total instrument time.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) LOW ALTITUDE FLIGHT/MANEUVER - ATTEMPTED
5. (F) ALTITUDE - LOW
6. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1650 hours (Total, all aircraft), 1563 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N210HC
Model/Series:	T210M	Engines:	1 Reciprocating
Operator:	W I Leasing	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-L
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	
Observation Facility, Elevation:	LAR	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2600 ft agl	Wind Speed/Gusts, Direction:	23 knots / 28 knots, 120°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Billings, MT (BIL)	Destination:	Erie, CO (49V)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Latitude, Longitude:	41.430278, -105.475556		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	09/30/2003
Investigation Docket:	NTSB accident and incident docket 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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