



National Transportation Safety Board Aviation Accident Factual Report

Location:	Milford, UT	Accident Number:	DEN03LA027
Date & Time:	01/01/2003, 2200 MST	Registration:	N8500R
Aircraft:	Aircraft Mfg & Dev. Co. (AMD) CH2000	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

On January 1, 2003, approximately 2200 mountain standard time, an Aircraft Manufacturing & Development Company CH2000, N8500R, registered to and operated by the Salt Lake Community College, was substantially damaged when it impacted terrain 7.1 miles southeast of Milford, Utah. The commercial certificated flight instructor and private pilot receiving instruction were seriously injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the instructional flight being conducted under Title 14 CFR Part 91. The flight originated at Cedar City, Utah, approximately 2100, and was en route to Salt Lake City, Utah.

According to the Federal Aviation Administration, the two pilots received an in-person weather briefing from the Cedar City Flight Service Station at 2000. They said that when they arrived in the vicinity of Delta, Utah, they would air-file an IFR flight plan to Salt Lake City International Airport so that they could practice instrument approaches. They departed about 2100. Approximately 2200, the Beaver County Sheriff's Office received a 9-1-1 cellular telephone call from one of the airplane's occupants, advising that they had "crashed north of Milford," one of the occupants was trapped in the wreckage, and that he was unable to activate the ELT (emergency locator transmitter). Using NTAP (National Track Analysis Program) data from the Salt Lake City Air Route Traffic Control Center (ARTCC) and homing in on the cellular telephone signals, the wreckage was located about midnight, 7.1 miles east-southeast of the Milford VORTAC on the 116 degree radial. The two pilots were airlifted to a Salt Lake City hospital in serious condition.

One of the pilots told a sheriff's detective that they did not see the mountain. The accident site was at an elevation of about 8,500 feet msl. The Salt Lake City Sectional Chart depicts terrain in that area at 8,840 feet msl. The instructor was reportedly "familiar with the area" and did not consult his VFR sectional charts.

U.S. Naval Observatory data indicated the Moon's phase was a waning crescent, with 1 percent of the visible disk illuminated.

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/11/2001
Occupational Pilot:		Last Flight Review or Equivalent:	01/28/2002
Flight Time:	1200 hours (Total, all aircraft), 570 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/08/2002
Occupational Pilot:		Last Flight Review or Equivalent:	08/31/2002
Flight Time:	75 hours (Total, all aircraft), 75 hours (Total, this make and model), 33 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aircraft Mfg & Dev. Co. (AMD)	Registration:	N8500R
Model/Series:	CH2000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	20-0061
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/25/2002, 100 Hour	Certified Max Gross Wt.:	1606 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Reciprocating
Airframe Total Time:	460 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	Salt Lake Community College	Rated Power:	116 hp
Operator:	Salt Lake Community College	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MLF, 5039 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	2154 MST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	-4° C / -8° C
Precipitation and Obscuration:			
Departure Point:	CEDAR CITY, UT (CDC)	Type of Flight Plan Filed:	VFR
Destination:	Delta, UT (DTA)	Type of Clearance:	Unknown
Departure Time:	2045 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	38.283333, -112.900000

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott
Additional Participating Persons:	Robert D Lesitsky; Salt Lake City Flight Standards District Office; Salt Lake City, UT
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .