



# National Transportation Safety Board Aviation Accident Data Summary

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

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## Analysis

The two pilots received an in-person weather briefing from the Flight Service Station at 2000. They said that they would later air-file an IFR flight plan so that they could practice instrument approaches. They departed about 2100. Approximately 2200, the Sheriff's Office received a 9-1-1 cellular telephone call from one of the airplane's occupants, advising that they had crashed, 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 Air Route Traffic Control Center (ARTCC) and homing in on the cellular telephone signals, the wreckage was located about midnight. The two pilots were airlifted to a 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 Sectional Chart depicted 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadequate altitude chosen by the flight instructor, resulting in inadequate clearance and subsequent collision with mountainous terrain. Contributing factors were the instructor's failure to consult pertinent VFR sectional charts for the area, and the dark night conditions.

## Findings

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

### Findings

1. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
2. ALTITUDE - LOW
3. (F) VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
4. (F) LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	25
<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>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Certificate:</b>	Private	<b>Age:</b>	28
<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>	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

<b>Aircraft Make:</b>	Aircraft Mfg & Dev. Co. (AMD)	<b>Registration:</b>	N8500R
<b>Model/Series:</b>	CH2000	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Salt Lake Community College	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-N2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	MLF, 5039 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 270°
<b>Temperature:</b>	-4° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CEDAR CITY, UT (CDC)	<b>Destination:</b>	Delta, UT (DTA)

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 08/26/2003

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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