



National Transportation Safety Board Aviation Accident Data Summary

Location:	Walcott, WY	Accident Number:	DEN04FA043
Date & Time:	02/06/2004, 1118 MST	Registration:	N51192
Aircraft:	Cessna T206H	Injuries:	1 Fatal, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 339 hour private instrument rated pilot departed on a VFR clearance, but changed to an IFR clearance as weather deteriorated. Approximately 14 minutes before the accident, he reported his position incorrectly to ATC (he reported that he was on the 320 degree radial when he was on the 140 degree radial). In the same time frame, he once reported his altitude as 5,500 feet when radar showed him at 9,500 feet, and once that he was at 10 nm from the VOR when ATC said that he was at 1 nm. Radar data also indicates that the pilot made his turn to the outbound radial 3 nm before he got to the VOR (contrary to IFR published procedures). The surviving passenger in the front right seat said that the weather was becoming cloudy (IMC) with intermittent visible contact with the ground. The pilot's flight logbook indicated that he had 6.6 hours of actual instrument flying. His records indicate that he had had an instrument proficiency flight on December 1, 2003, but the airplane he flew that in was equipped with CDI (course deviation indicator) VOR navigation avionics not like the HSI (horizontal situation indicator) VOR navigation avionics equipment in the accident airplane. It could not be determined how much experience/training the pilot had with HSI VOR navigation avionics. The front right seat surviving passenger said that just before impact with the mountain, the pilot was "busy with the airplane's avionics." The airplane impacted the mountain 9.2 nm south of the pilot's designated Victor-6 airway.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not following proper IFR procedures for tracking a VOR radial while on an IFR flight plan in IMC conditions, and not maintaining clearance with terrain during cruise flight. Contributing factors were the mountain, and the cloudy weather condition.

Findings

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

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	339 hours (Total, all aircraft), 70 hours (Total, this make and model), 267 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N51192
Model/Series:	T206H	Engines:	1 Reciprocating
Operator:	McAir Aviation	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	TIO-540 AJ1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	RWL, 6813 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Broken / 1700 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	15 knots, 260°
Temperature:	-9° C / -12° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Broomfield, CO (BJC)	Destination:	Jackson Hole, WY (JAC)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Adopted Date:	09/13/2005
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/ .		

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