



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Logan, UT	<b>Accident Number:</b>	DEN05CA050
<b>Date &amp; Time:</b>	01/19/2005, 2030 MST	<b>Registration:</b>	N74RQ
<b>Aircraft:</b>	Grumman G-1159	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The captain stated they had flown the GPS approach to runway 35. When they did not see the runway or runway environment they initiated a missed approach. During the missed approach, they were able to see the first 4 to 5 thousand feet on the approach end of runway 17. They "elected to circle to the north west to set up for a visual approach to runway 17." The captain stated that the approach was "slightly high and as a result, the flare was a bit higher than normal." The airplane entered the fog layer just prior to touchdown. The captain stated that during the landing flare the airplane had drifted to the left and "the aircraft settled onto the runway to the left of centerline and shortly thereafter the left main gear impacted a snow berm." The airplane turned hard to the left and departed the runway. The nose gear separated, the radome was crushed and the cockpit pressure bulkhead was broken open. The routine aviation weather report (METAR) at LGU reported the weather as follows: wind, calm; visibility, 1/4 statute mile in freezing fog; sky condition, vertical visibility 100 feet agl; temperature, minus 7 degrees Celsius (C), dewpoint, minus 7 degrees C; altimeter, 30.45 inches.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper IFR operation by which he failed to comply to the missed approach procedure, and his improper evaluation of the weather resulting in an encounter with fog and his loss of visual contact with the runway during the landing.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - FOG
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (F) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

8. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/24/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/11/2004
<b>Flight Time:</b>	5320 hours (Total, all aircraft), 1253 hours (Total, this make and model), 3125 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

### Co-Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/03/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/13/2004
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 7143 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N74RQ
Model/Series:	G-1159	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	113
Landing Gear Type:	Retractable - Tricycle	Seats:	15
Date/Type of Last Inspection:	05/17/2004, AAIP	Certified Max Gross Wt.:	62500 lbs
Time Since Last Inspection:	225 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	12011 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	SPEY MKS11-8
Registered Owner:	CFS Air LLC	Rated Power:	11400 lbs
Operator:	CFS Air LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LGU, 4454 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2051 MST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Thin Overcast / 100 ft agl	Visibility	0.25 Miles
Lowest Ceiling:	Indefinite (V V) / 100 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.45 inches Hg	Temperature/Dew Point:	-7° C / -7° C
Precipitation and Obscuration:			
Departure Point:	KANSAS CITY, MO (MKC)	Type of Flight Plan Filed:	IFR
Destination:	Logan, UT (LGU)	Type of Clearance:	IFR
Departure Time:	1830 CST	Type of Airspace:	Class G

## Airport Information

Airport:	Logan-Cache Airport (LGU)	Runway Surface Type:	Asphalt
Airport Elevation:	4454 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	Visual
Runway Length/Width:	9095 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	7 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	9 None	<b>Latitude, Longitude:</b>	41.788333, -111.853333

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Arnold W Scott	<b>Report Date:</b>	03/30/2005
<b>Additional Participating Persons:</b>	Eric McRae; FAA Flight Standards District Office; Salt Lake City, UT		
<b>Publish Date:</b>			
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).