



National Transportation Safety Board Aviation Accident Data Summary

Location:	North Bend, WA	Accident Number:	WPR12FA105
Date & Time:	02/15/2012, 0154 PST	Registration:	N665SP
Aircraft:	CESSNA 172S	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the local flight, which took place in dark night visual meteorological conditions, several witnesses reported observing the airplane's lights at a low altitude and hearing the airplane's engine running before the sound of impact. One witness, a certificated pilot, estimated that when he saw the airplane there was an overcast layer of clouds about 2,000 feet mean sea level (msl) with some lower level clouds and patchy areas of fog. Recorded radar data showed the flight departing the airport and ascending to an altitude of about 2,400 feet msl while traveling in a northeasterly direction. The data subsequently showed that the airplane descended on an east-southeasterly heading to an altitude of about 1,500 feet msl before radar contact was lost. The last recorded radar target was about 6 miles northwest of the accident site, which was located at an elevation of about 1,958 feet msl. The terrain along the pilot's route of flight ranged between about 500 and 1,000 feet msl; the accident occurred as the airplane approached an area of rising (mountainous) terrain. A postaccident examination of the airframe and engine revealed no evidence of a mechanical malfunction or failure that would have precluded normal operation. Toxicology tests of the pilot revealed a blood alcohol concentration of 154 mg/dl. Federal Aviation Administration regulations prohibit operation of an airplane by persons with blood alcohol concentrations exceeding 40.0 mg/dL. It is likely that the pilot was impaired during the flight, which affected his ability to operate the airplane and maintain clearance from terrain.

Flight Events

Enroute-cruise - Controlled flight into terr/obj (CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's physical impairment due to alcohol, which adversely affected his ability to operate the airplane and to maintain clearance from mountainous terrain while operating in dark night conditions.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Personnel issues-Physical-Impairment/incapacitation-Alcohol-Pilot - C

Environmental issues-Physical environment-Terrain-Mountainous/hilly terrain-Ability to

respond/compensate

Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on operation

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	991 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N665SP
Model/Series:	172S	Engines:	1 Reciprocating
Operator:	Rob Hill	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-L2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RNT, 32 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 4000 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 160°
Temperature:	2°C	Visibility	6 Miles
Precipitation and Obscuration:	Mist; In the Vicinity - No Precipitation		
Departure Point:	Renton, WA (RNT)	Destination:	Renton, WA (RNT)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	47.497500, -121.748889		

Administrative Information

Investigator In Charge (IIC):	Wayne R Pollack	Adopted Date:	03/13/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82897		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.