



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Salisbury, NC	<b>Accident Number:</b>	ERA12FA205
<b>Date &amp; Time:</b>	03/02/2012, 1340 EST	<b>Registration:</b>	N167ZP
<b>Aircraft:</b>	CESSNA AIRCRAFT CO LC42-550FG	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

Before the airplane departed on a continuing cross-country flight, a lineman at the airport spoke to the pilot and mentioned the marginal nature of the weather. The pilot responded that he was going to stay below 1,900 feet and that he should be fine. The lineman recalled looking at the automated weather observing system monitor, and it was reporting 1,800-foot ceilings and 10 miles visibility locally. Witnesses reported that the airplane's takeoff and departure were normal. The lineman stated that the weather at the time was visual flight rules with light rain. The airplane was not captured on radar, and the pilot was not in radio contact with air traffic control. According to witnesses near the accident site, they heard the airplane flying overhead but did not see it due to heavy fog. One witness reported that shortly after hearing the aircraft overhead, he heard a loud splash in a nearby lake and, as he turned toward the lake, he saw a large spray of water. Shortly thereafter, a large amount of debris was observed in the water. About 30 minutes elapsed between the time the airplane took off and when it impacted the lake.

The airplane was recovered from the lake and exhibited severe fragmentation, consistent with a steep, high-speed descent and impact. A postaccident examination of the airplane and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. Based on the weather conditions reported by weather-observing equipment and witnesses, the pilot encountered instrument meteorological conditions. The steep, high-speed impact is consistent with an uncontrolled descent due to the pilot's spatial disorientation.

### Flight Events

Enroute-climb to cruise - VFR encounter with IMC  
Enroute-climb to cruise - Loss of control in flight  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The non-instrument-rated pilot's decision to continue flight into instrument meteorological conditions, which resulted in spatial disorientation and a loss of control.

### Findings

Personnel issues-Psychological-Perception/orientation/illu-sio-Spatial disorientation-Pilot - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Drizzle/mist-Effect on operation

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<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>	290 hours (Total, all aircraft), 136 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA AIRCRAFT CO	<b>Registration:</b>	N167ZP
<b>Model/Series:</b>	LC42-550FG	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BOWN STEVEN M	<b>Engine Manufacturer:</b>	Continental Motors
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-550
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	EXX, 733 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Unknown
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable, Variable
<b>Temperature:</b>	11°C / 6°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	Light - In the Vicinity - Showers - Drizzle		
<b>Departure Point:</b>	Lexington, NC (EXX)	<b>Destination:</b>	Venice, FL (VNC)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eric Alleyne	<b>Adopted Date:</b>	10/29/2013
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83026">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83026</a>		

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