



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Guymon, OK	<b>Accident Number:</b>	CEN13FA217
<b>Date &amp; Time:</b>	04/01/2013, 1210 CDT	<b>Registration:</b>	N9330M
<b>Aircraft:</b>	MOONEY M20E	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

A witness reported that, after landing for an en-route fuel stop, the noninstrument-rated pilot checked the weather and then departed for a cross-country flight; instrument meteorological conditions prevailed at the time of departure. The burned wreckage was found 2 days later in a remote unpopulated area about 6 miles northwest of the departure airport. Examination of the accident site revealed ground scars and airplane damage consistent with a nearly vertical nose-down collision with terrain. Examination of the wreckage revealed no evidence of any preimpact mechanical malfunctions or failures, although the definitive operational status of the vacuum-driven instruments could not be determined. The weather information, which was corroborated by a witness, depicted deteriorating weather conditions with a lowering variable ceiling and the lack of a visible horizon in the area at the time of the accident. The low-visibility conditions were conducive to the noninstrument-rated pilot's development of spatial disorientation, and the airplane's near-vertical descent is consistent with the pilot's loss of airplane control due to spatial disorientation.

## Flight Events

Enroute-cruise - VFR encounter with IMC  
Enroute-cruise - Loss of control in flight  
Uncontrolled descent - Collision with terr/obj (non-CFIT)  
Post-impact - Fire/smoke (post-impact)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The noninstrument-rated pilot's encounter with instrument meteorological conditions, which resulted in spatial disorientation and his subsequent loss of airplane control. Contributing to the accident was the pilot's decision to take off in deteriorating weather conditions.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C  
Personnel issues-Psychological-Perception/orientation/illusion-Visual illusion/disorientation-Pilot - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - F  
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-Effect on operation - C

## Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 933 hours (Total, all aircraft), 638 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MOONEY	Registration:	N9330M
Model/Series:	M20E	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO360
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGUY, 3123 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Broken / 800 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	13 knots/ 23 knots, 360°
Temperature:	3°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; In the Vicinity - Rain; In the Vicinity - Unknown Precipitation		
Departure Point:	Guymon, CO (GUY)	Destination:	Peyton, CO (FLY)

## Airport Information

Airport:	GUYMON MUNI (GUY)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Wet
Runway Length/Width:	5904 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	07/07/2015
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86577">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86577</a>		

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