



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Tooele, UT	Accident Number:	WPR15FA082
Date & Time:	01/09/2015, 1615 MST	Registration:	N383GM
Aircraft:	CIRRUS DESIGN CORP SR22	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The noninstrument-rated private pilot departed during the late afternoon and flew over the southern portion of the Great Salt Lake. According to data recovered from the airplane's avionics system, which did not capture altitude, the duration of the flight was about 9 minutes. During the final minute of the flight, the airplane conducted a gradual left turn at an engine power setting of about 2,200 rpm. Shortly thereafter, the airplane impacted the lake. Postaccident examination of the airplane revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Local meteorological observations indicated that restricted visibility and fog were forecast throughout the area about the time of the accident. It is likely that the pilot encountered these conditions in flight and lost visual reference to the ground and/or horizon. Given the pilot's lack of an instrument rating and of recent instrument flight experience, the loss of visual reference likely resulted in spatial disorientation.

Toxicological testing on the pilot revealed the presence of bupropion, an antidepressant; hydrocodone, an opioid analgesic; and diphenhydramine, a sedating antihistamine. The investigation was unable to determine if the use of bupropion or the cognitive effects of any underlying depression contributed to the accident. Because the hydrocodone was found in the urine but not the blood, it no longer caused systemic effects and played no role in the accident. However, it is likely that the effects of diphenhydramine impaired the pilot's cognitive and psychomotor performance at the time of the accident, and contributed to his spatial disorientation.

Flight Events

- Enroute - Loss of visual reference
- Enroute - Altitude deviation
- Enroute - Controlled flight into terr/obj (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 depart into low visibility conditions, which resulted in spatial disorientation and a loss of control. Contributing to the accident was the pilot's impaired performance due to his use of the sedating antihistamine, diphenhydramine.

Findings

Personnel issues-Psychological-Perception/orientation/illusion-Spatial disorientation-Pilot - C
Personnel issues-Physical-Impairment/incapacitation-OTC medication-Pilot - F
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low visibility-Effect on personnel - C

Pilot Information

Certificate:	Private	Age:	69
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 691.6 hours (Total, all aircraft), 39.6 hours (Total, this make and model), 65.1 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N383GM
Model/Series:	SR22 NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	SLC, 4227 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 21000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 280°
Temperature:	3° C	Visibility	3 Miles
Precipitation and Obscuration:	Haze; No Precipitation		
Departure Point:	SALT LAKE CITY, UT (U42)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.776389, -112.492500 (est)		

Administrative Information

Investigator In Charge (IIC):	Albert P Nixon	Adopted Date:	01/26/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90588		

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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.