



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	JACKSON, Wyoming	Accident Number:	DEN88FA202
Date & Time:	September 11, 1988, 21:57 Local	Registration:	N1283
Aircraft:	BEECH 200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PLT AND HIS TWO PAX HAD JUST ARRIVED AT THE JACKSON HOLE AIRPORT (JAX) APPROXIMATELY 30 MINUTES PRIOR TO THE ACCIDENT. THE PLT DROPPED OFF HIS PAX AND STEPPED INTO OPERATIONS FOR A SHORT BREAK. HE THEN RETURNED TO THE ACFT BY HIMSELF FOR A RETURN FLT TO CALIFORNIA. IT WAS A VERY DARK NIGHT WITH A 2000 FT OVERCAST AND NO VISIBLE HORIZON. THE PLT HAD DEPARTED REDDING, CA AT 1357 HOURS AND HAD BEEN ON CONTINUOUS FLT DUTY FROM THAT TIME UNTIL THE TIME OF THE ACCIDENT. A WITNESS STATED THE PLT SEEMED TO BE TIRED AND HUNGRY. THE ACFT WAS OBSERVED MAKING A NORMAL NIGHT TAKEOFF. WITNESSES STATED THAT AS THE ACFT TURNED FROM CROSSWIND TO DOWNWIND IT APPEARED THAT THE PLT HAD TROUBLE CONTROLLING THE ACFT. AFTER THE ACFT MADE A FEW EXTREME UP AND DOWN MANEUVERS, IT APPEARED TO PROCEED TO THE EAST. THE NEXT TIME THE ACFT WAS OBSERVED, IT WAS AGAIN CLIMBING AND DESCENDING RAPIDLY AND SUBSEQUENTLY IMPACTED THE GROUND IN A VERTICAL DIVE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
3. (C) PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (F) FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
5. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	August 11, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4400 hours (Total, all aircraft), 62 hours (Total, this make and model), 4150 hours (Pilot In Command, all aircraft), 262 hours (Last 90 days, all aircraft), 99 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1283
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BB90
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	August 23, 1988 100 hour	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	5677 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT-6A-41
Registered Owner:	SNOWY BUTTE AVIATION	Rated Power:	850 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SOUTHERN OREGON SKYWAYS	Operator Designator Code:	SBXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	JAC ,6444 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JACKSON (JAC)	Type of Flight Plan Filed:	IFR
Destination:	REDDING (RDD)	Type of Clearance:	IFR
Departure Time:	21:52 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	43.470726,-110.76094(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	DOMINIC J CHEMELLO; SALT LAKE CITY , UT
Original Publish Date:	December 3, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17385

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).