



# National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|------------|
| <b>Location:</b>        | PUEBLO, CO           | <b>Accident Number:</b> | DEN83AA032 |
| <b>Date &amp; Time:</b> | 12/07/1982, 1907 MST | <b>Registration:</b>    | N30093     |
| <b>Aircraft:</b>        | SWEARINGEN SA-227AC  | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 2 Fatal    |

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Scheduled

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## Analysis

AT 1906 THE FLT WAS CLEARED TO DESCEND & MAINTAIN 7,500 FT, TURN RIGHT TO A HEADING 040 FOR AN ASR APCH TO PUEBLO MEMORIAL ARPT, & THAT THE MDA IS 5,200. THE FLT READ BACK "LEFT TO ONE FORTY FIVE TWO ZERO ZERO." APPROACH CONTROL ADVISED THE FLT THAT THE HEADING WAS 040 & THE FLT ACKNOWLEDGED. THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLT. THE ACFT WAS TRAVELLING IN EXCESS OF AN ESTIMATED 200 MPH WHEN IT STRUCK TUNDRA IN LEVEL FLIGHT ON A HEADING OF ABOUT 040. THE COPLT'S AUTOPSY REVEALED THAT THE TRACHAE, BRONCHI, & LUNGS CONTAINED ASPIRATED GASTRIC CONTENTS, INCLUDING SKELETAL MUSCLE FIBERS. ANOTHER COMPANY PLT REPORTED THAT THE COPLT HAD VOMITED DURING A FLT ON 11/14/82.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) ALTITUDE - INATTENTIVE - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. (F) PHYSICAL IMPAIRMENT - COPILOT/SECOND PILOT

## Factual Information

### Pilot Information

|                                  |  |  |          |
|----------------------------------|--|--|----------|
| <b>Certificate:</b>              | Airline Transport  | <b>Age:</b>                              | 32, Male |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land  | <b>Seat Occupied:</b>                    | Unknown  |
| <b>Other Aircraft Rating(s):</b> |  | <b>Restraint Used:</b>                   |          |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             |          |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             |          |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--w/ waivers/lim.   | <b>Last FAA Medical Exam:</b>            |          |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |          |
| <b>Flight Time:</b>              | 8534 hours (Total, all aircraft), 945 hours (Total, this make and model), 234 hours (Pilot In Command, all aircraft), 234 hours (Last 90 days, all aircraft) |  |          |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                            |
|--------------------------------------|------------------------|---------------------------------------|----------------------------|
| <b>Aircraft Make:</b>                | SWEARINGEN             | <b>Registration:</b>                  | N30093                     |
| <b>Model/Series:</b>                 | SA-227AC SA-227AC      | <b>Aircraft Category:</b>             | Airplane                   |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 | No                         |
| <b>Airworthiness Certificate:</b>    |                        | <b>Serial Number:</b>                 | AC-449                     |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 21                         |
| <b>Date/Type of Last Inspection:</b> | Unknown                | <b>Certified Max Gross Wt.:</b>       | 12500 lbs                  |
| <b>Time Since Last Inspection:</b>   | 7 Hours                | <b>Engines:</b>                       | 2 Turbo Prop               |
| <b>Airframe Total Time:</b>          | 2269 Hours             | <b>Engine Manufacturer:</b>           | GARRETT                    |
| <b>ELT:</b>                          | Installed              | <b>Engine Model/Series:</b>           | TPE331                     |
| <b>Registered Owner:</b>             | PIONEER AIRLINES       | <b>Rated Power:</b>                   | 1000 hp                    |
| <b>Operator:</b>                     | PIONEER AIRLINES       | <b>Operating Certificate(s) Held:</b> | Commuter Air Carrier (135) |

## Meteorological Information and Flight Plan

|                                  |                                   |                                      |                   |
|----------------------------------|-----------------------------------|--------------------------------------|-------------------|
| Conditions at Accident Site:     | Instrument Conditions             | Condition of Light:                  | Night/Dark        |
| Observation Facility, Elevation: | PUB, 0 ft msl                     | Distance from Accident Site:         | 20 Nautical Miles |
| Observation Time:                | 1572                              | Direction from Accident Site:        | 204°              |
| Lowest Cloud Condition:          | Partial Obscuration / 1100 ft agl | Visibility                           | 7 Miles           |
| Lowest Ceiling:                  | Unknown / 0 ft agl                | Visibility (RVR):                    | 0 ft              |
| Wind Speed/Gusts:                | 9 knots /                         | Turbulence Type Forecast/Actual:     | /                 |
| Wind Direction:                  | 130°                              | Turbulence Severity Forecast/Actual: | /                 |
| Altimeter Setting:               | 30 inches Hg                      | Temperature/Dew Point:               | 24° C / 0° C      |
| Precipitation and Obscuration:   |                                   |                                      |                   |
| Departure Point:                 | SANTA FE, NM (C)                  | Type of Flight Plan Filed:           | IFR               |
| Destination:                     | PUEBLO, CO (C)                    | Type of Clearance:                   |                   |
| Departure Time:                  | 0000                              | Type of Airspace:                    |                   |

## Wreckage and Impact Information

|                     |         |                      |           |
|---------------------|---------|----------------------|-----------|
| Crew Injuries:      | 2 Fatal | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | N/A     | Aircraft Fire:       | None      |
| Ground Injuries:    | N/A     | Aircraft Explosion:  | None      |
| Total Injuries:     | 2 Fatal | Latitude, Longitude: |           |

## Administrative Information

|                                   |   |            |
|-----------------------------------|---|------------|
| Investigator In Charge (IIC):     | Report Date:  | 12/07/1983 |
| Additional Participating Persons: |   |            |
| Publish Date:                     |   |            |
| Investigation Docket:             | NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |            |

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).