



National Transportation Safety Board Aviation Accident Final Report

Location:	ROCK SPRINGS, WY	Accident Number:	DEN83AA105A
Date & Time:	04/26/1983, 1103 MDT	Registration:	N5415M
Aircraft:	CESSNA 340	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE AIRCREW OF A CESSNA 340, N5415M, WERE SCHEDULED FOR AN AIR TAXI CHECK RIDE WITH AN INSPECTOR AT JACKSON, WY, LATER IN THE AFTERNOON. THEY HAD PLANNED TO TAKEOFF FROM ROCK SPRINGS, WY, PRACTICE AT FEW INSTRUMENT APCHS AT ROCK SPRINGS, THEN PROCEED TO JACKSON. AFTER TAKING OFF, THEY MADE AN NDB APCH, MADE A MISSED APCH, THEN BEGAN AN ILS APCH. A BEECH BONANZA, N1825F, WAS ON A FLT FROM SCOTTSBLUFF, NE TO ROCK SPRINGS. DURING ARRIVAL TO ROCK SPRINGS, THE BONANZA PLT WAS MONITORING THE POSITION OF A KING AIR THAT WAS AHEAD OF HIM & ALSO ON AN APCH TO THE SAME ARPT. ALL 3 ACFT WERE USING THE SAME FREQUENCY & ALL 3 WERE PROVIDING REPORTS OF THEIR RESPECTIVE POSITIONS. AT APRX 1103 MDT, WITNESSES HEARD N5415M & N1825F COLLIDE, THEN SAW THE ACFT & PIECES OF WRECKAGE FALLING. AN INVESTIGATION REVEALED THE CESSNA WAS INBOUND TOWARD THE OUTERMARKER (270 DEG COURSE) & THE BONANZA WAS IN LEVEL FLT, HEADING APRX 219 DEG. BOTH ACFT WERE OPERATING VFR.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. RADAR TRAFFIC INFORMATION SERVICE - NOT USED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - COPILOT/SECOND PILOT
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/22/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4281 hours (Total, all aircraft), 31 hours (Total, this make and model), 3787 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5415M
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340-0028
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	03/01/1983, Annual	Certified Max Gross Wt.:	5975 lbs
Time Since Last Inspection:	342 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2022 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	FLIGHT BROTHERS, INC.	Rated Power:	310 hp
Operator:	FLIGHT BROTHERS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RKS, 6760 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1055 MDT	Direction from Accident Site:	267°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	JACKSON, WY (JAC)	Type of Clearance:	None
Departure Time:	1033 MDT	Type of Airspace:	Airport Advisory Area; Class E

Airport Information

Airport:	SWEETWATER COUNTY (RKS)	Runway Surface Type:	Asphalt
Airport Elevation:	6760 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	Straight-in

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):	ARNOLD W SCOTT	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).