



National Transportation Safety Board Aviation Accident Final Report

Location:	ALMY, WY	Accident Number:	DEN83FA044
Date & Time:	01/05/1983, 1730 MST	Registration:	N6893L
Aircraft:	PIPER AEROSTAR 602P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

BEFORE DEPARTING, THE PLT OBTAINED A WX BRIEFING & WAS ADVISED OF A SIGMET WHICH FORECASTED SEVERE TURBULENCE BELOW 18,000 FT, STRONG UP/DOWNDRAFTS, STRONG SURFACE WINDS & WIND SHEAR NEAR MOUNTAINS & IN PASSES. HE TOOK OFF WITH FULL FUEL TANKS & APRX 400 LBS OF CARGO ON BOARD. ARTCC REPORTED THAT THE EN ROUTE PORTION OF THE FLT WAS HANDLED ROUTINELY. DURING ARRIVAL, THE PLT CONTACTED THE ARPT UNICOM FOR A LANDING ADVISORY. A KING AIR PLT WAS ARRIVING AT ABOUT THE SAME TIME & ASKED THE AEROSTAR PLT IF HE WAS MAKING A FULL STOP. THE AEROSTAR PLT REPLIED THAT HE WAS. THE KING AIR PLT LOST SIGHT OF THE AEROSTAR & BEGAN A 360 DEG TURN. HE ASKED THE AEROSTAR PLT TO ADVISE OF HIS POSITION, & SHORTLY THEREAFTER, THE AEROSTAR PLT TRANSMITTED 3 MAYDAY CALLS. REPORTEDLY, THE ACFT NOSED UP & WENT INTO A STEEP RGT BANK JUST BFR IMPACT. NO PREIMPACT MECHANICAL FAILURE/MALFUNCTION WAS FOUND. THERE WAS EVIDENCE THAT MOST OF THE CARGO WAS IN THE BAGGAGE COMPARTMENT (LIMITED TO 240 LBS) & COULD HAVE MOVED THE CG WELL BEYOND THE AFT LIMIT. ELEV TRIM FND FULL NOSE DOWN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/28/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1642 hours (Total, all aircraft), 341 hours (Total, this make and model), 1529 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6893L
Model/Series:	AEROSTAR 602P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	602P08938165
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	09/14/1982, 100 Hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	65 Hours	Engines:	2 Reciprocating
Airframe Total Time:	372 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-540-AA1A5
Registered Owner:	MOSER ENGINE SERVICE	Rated Power:	290 hp
Operator:	MOSER ENGINE SERVICE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	EVW, 6600 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1735 MST	Direction from Accident Site:	147°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CASPER, WY (CPR)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1600 MST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	EVANSTON MUNI (EVW)	Runway Surface Type:	Asphalt
Airport Elevation:	6600 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT W ARNOLD	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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).