



National Transportation Safety Board Aviation Accident Final Report

Location:	KIOWA, CO	Accident Number:	DEN88FA050
Date & Time:	01/11/1988, 2010 MST	Registration:	N9565T
Aircraft:	CESSNA T303	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT OBTAINED TWO WX BRIEFINGS AND FILED AN IFR FLT PLAN TO EL PASO, TX. HE WAS NOT INSTRUMENT RATED. THE ACFT DEPARTED APA AT 1959 AND DISAPPEARED FROM RADAR AT 2010. THE CRASH SITE WAS 11- 1/2 MI SE OF THE KIOWA VORTAC AND 36 MI SE OF APA. RADAR SHOWED A 15-MI WIDE BAND OF SNOW SHOWERS SE OF THE KIOWA VORTAC. GROUND WITNESSES REPORTED BLIZZARD CONDITIONS. PLT MEDICAL CERTIFICATE STATED, 'NOT VALID FOR NIGHT FLIGHT OR BY COLOR CONTROL.' PLT AUTOPSY ALSO DISCLOSED 'MYXOMATOUS ALTERATION OF THE MITRAL VALVE, CONSISTENT WITH MITRAL VALVE PROLAPSE (FLOPPY MITRAL VALVE).'

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. (F) WEATHER CONDITION - HIGH WIND
6. (F) WEATHER CONDITION - GUSTS
7. (F) WEATHER CONDITION - SNOW
8. (F) WEATHER CONDITION - OBSCURATION
9. (F) WEATHER CONDITION - TURBULENCE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

10. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/10/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4550 hours (Total, all aircraft), 42 hours (Total, this make and model), 4470 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9565T
Model/Series:	T303 T303	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T30300027
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/28/1987, Annual	Certified Max Gross Wt.:	5150 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1070 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-AE
Registered Owner:	AMSPRAY SALES CORPORATION	Rated Power:	250 hp
Operator:	AMSPRAY SALES CORPORATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ENGLEWOOD, CO (APA)	Type of Flight Plan Filed:	IFR
Destination:	EL PASO, TX (ELP)	Type of Clearance:	IFR
Departure Time:	1959 MST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	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:	02/28/1989
Additional Participating Persons:	ROGER K RIGGINS; AURORA, CO GLEN W HOSTETLER; WICHITA, KS ROBERT S BOYLE; ARVADA, CO		
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](#).