



National Transportation Safety Board Aviation Accident Final Report

Location:	DIXON, WY	Accident Number:	SEA92LA044
Date & Time:	02/08/1992, 1530 MST	Registration:	N70600
Aircraft:	LOCKHEED P2V-7	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE FLT HAD DEPARTED TUCSON, AZ, ON A SPECIAL VFR FERRY FLIGHT TO GREYBULL, WY. THE AIRPLANE WAS NOT INSTRUMENTED FOR IFR FLIGHT. WHEN THE FLT REPORTED OVER WINSLOW, IT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED NORTHBOUND FROM ITS PRESENT POSITION. SURFACE WX CONDITIONS IN SOUTHCENTRAL WYOMING/NORTHWESTERN COLORADO AT THE TIME OF THE ACCIDENT WERE CONSISTENT WITH LOW CEILINGS, CLOUDS AND SNOW AS REPORTED BY WITNESSES AND SURFACE WX OBSERVATIONS. THE WITNESSES, LOCATED NEAR THE DIXON ARPT, REPORTED HEARING A LOW FLYING AIRCRAFT TRAVELLING W TO E, AND ANOTHER WITNESS NE OF THE ARPT HEARD AN AIRCRAFT 'REVING' ITS ENGINES. RADAR DATA SHOWS THE AIRCRAFT TRACKING NORTHBOUND SLIGHTLY EAST OF THE DIXON ARPT, AND EXECUTING A CLOCKWISE 360 DEG TURN NE OF THE ARPT AND IN THE VICINITY OF ONE OF THE WITNESSES. THE LAST RADAR TARGET RECEIVED PLACED THE AIRCRAFT APRX 1 MI NNE OF THE ACCIDENT SITE. THE AIRCRAFT IMPACTED SNOW COVERED TERRAIN IN A STEEP NOSE-DOWN ATTITUDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS WHICH RESULTED IN A LOSS OF CONTROL DUE TO THE LACK OF AIRCRAFT ATTITUDE INDICATORS AND RESULTANT PILOT SPATIAL DISORIENTATION. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS THE WEATHER CONDITION(S).

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - SNOW
 4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

5. (C) FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - NOT INSTALLED
 6. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
 7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/30/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 180 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N70600
Model/Series:	P2V-7 P2V-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	148342
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	02/07/1992, Unknown	Certified Max Gross Wt.:	80000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	8401 Hours	Engine Manufacturer:	WRIGHT
ELT:	Not installed	Engine Model/Series:	R-3350-32WA
Registered Owner:	HAWKINS & POWERS AVIATION, INC	Rated Power:	3420 hp
Operator:	HAWKINS & POWERS AVIATION, INC	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	RWL, 6813 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	1548 MST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -3°C
Precipitation and Obscuration:			
Departure Point:	TUCSON, AZ (DMA)	Type of Flight Plan Filed:	VFR
Destination:	GREYBULL, WY (GEY)	Type of Clearance:	VFR
Departure Time:	1120 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	09/17/1993
Additional Participating Persons:	JEFF GRAVES; DENVER, CO DICK BRITNER; DENVER, CO DUANE POWERS; GREYBULL, WY BOB HAWKINS; GREYBULL, WY		
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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