



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRAND JUNCTION, CO	<b>Accident Number:</b>	DEN93FA009
<b>Date &amp; Time:</b>	10/31/1992, 0815 MST	<b>Registration:</b>	N250TJ
<b>Aircraft:</b>	PIPER PA-42	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal

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

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## Analysis

THE COMMUTER AIR CARRIER DEPARTED MOAB, UTAH, AND FLEW TO GRAND JUNCTION, CO, VIA RNAV DIRECT MACKS INTERSECTION. AFTER CROSSING MACKS INTERSECTION, THE AIRPLANE TURNED RIGHT BUT INSTEAD OF INTERCEPTING THE LOCALIZER COURSE, THE AIRPLANE CONTINUED ON A SLIGHTLY DIVERGENT TRACK TO THE EAST OF THE LOCALIZER. THE PILOT TOLD CONTROL TOWER PERSONNEL, 'I'M SHOWING TWELVE MILES OUT ON THE ILS...GETTING REAL...ERRONEOUS SIGNAL, HERE. ANY COMPLAINTS?' THE PILOT WAS ADVISED NO DIFFICULTY REPORTS HAD BEEN RECEIVED. THE AIRPLANE IMPACTED A MESA ONE MINUTE LATER ABOUT FIVE MILES TO THE LEFT OF THE LOCALIZER COURSE. THE COCKPIT WAS DESTROYED AND NO MEANINGFUL INFORMATION WAS OBTAINED FROM THE NAVIGATIONAL RADIOS. ALL OF THE AIRPORT'S NAVIGATIONAL AIDS WERE LATER FLIGHT CHECKED AND NO DISCREPANCIES WERE FOUND. ALTHOUGH VMC PREVAILED AT THE AIRPORT, THE ACCIDENT SITE WAS ABOVE THE REPORTED CEILING HEIGHT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IFR PROCEDURE AND RESULTANT DISORIENTATION WHICH RESULTED IN A COLLISION WITH TERRAIN.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (C) BECAME LOST/DISORIENTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/19/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4700 hours (Total, all aircraft), 225 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N250TJ
<b>Model/Series:</b>	PA-42 PA-42	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	42-8001024
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	10/15/1992, AAIP	<b>Certified Max Gross Wt.:</b>	11200 lbs
<b>Time Since Last Inspection:</b>	43 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	4784 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-41
<b>Registered Owner:</b>	CLB CORPORATION	<b>Rated Power:</b>	720 hp
<b>Operator:</b>	ALPINE AVIATION	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	ALPINE AIR	<b>Operator Designator Code:</b>	TIMA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GJT, 4858 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0843 MST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 1100 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 2400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6° C / 4° C
Precipitation and Obscuration:			
Departure Point:	MOAB, UT (OAB)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0757 MST	Type of Airspace:	Class G

## Airport Information

Airport:	WALKER FIELD (GJT)	Runway Surface Type:	N/A
Airport Elevation:	4858 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	09/14/1993
Additional Participating Persons:	TONY HERRERA; SALT LAKE CITY, UT DON ELAM; WASHINGTON, DC		
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 <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](#).