



National Transportation Safety Board Aviation Accident Final Report

Location:	DEL NORTE, CO	Accident Number:	DEN82FA175
Date & Time:	08/25/1982, 1330 MDT	Registration:	N477KW
Aircraft:	CONVAIR 340	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

ACCORDING TO THE FLIGHT CREW, VMC HAD DETERIORATED INTO IMC OVER THE MOUNTAINS. AFTER ENTERING IFR CONDITIONS THE ACFT IMPACTED A MOUNTAIN RIDGE.

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) WEATHER CONDITION - CLOUDS
2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB

Findings

3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	02/23/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 670 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CONVAIR	Registration:	N477KW
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	210
Landing Gear Type:	Retractable - Tricycle	Seats:	53
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	47000 lbs
Time Since Last Inspection:	3 Hours	Engines:	2 Reciprocating
Airframe Total Time:	37102 Hours	Engine Manufacturer:	P & W
ELT:	Installed, not activated	Engine Model/Series:	R-2800-CB3
Registered Owner:	NATIONAL SERVICES INC.	Rated Power:	2800 hp
Operator:	AIR RESORTS AIRLINES	Air Carrier Operating Certificate:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	1330
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	55° C / 0° C
Lowest Ceiling:	Unknown / 0 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	, 270°	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	PUEBLO, CO (C)	Type of Flight Plan Filed:	None
Destination:	CARLSBAD, CA (C)	Type of Clearance:	None
Departure Time:	1300	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Adopted Date:	08/25/1983
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.