

National Transportation Safety Board
Washington, DC 20594

Printed on : 11/28/2009 2:04:41 PM

Brief of Accident

Adopted 09/30/2009

DEN08FA162
File No. 25652 09/29/2008 Santa Fe, NM Aircraft Reg No. N606SL Time (Local): 22:16 MDT

Make/Model:	Pilatus / PC-12/47E	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Pratt And Whitney Canada / PT6A-67P	Crew	1	0	0	0	0
Aircraft Damage:	Destroyed	Pass	0	0	0	0	0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Lubbock, TX	Condition of Light:	Night/Dark
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	10.00 SM
		Wind Dir/Speed:	120 / 008 Kts
		Temperature (°C):	16
		Precip/Obscuration:	

Pilot-in-Command Age: 54

Certificate(s)/Rating(s)
Private; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft: 2437
Last 90 Days: 125
Total Make/Model: 86
Total Instrument Time: 203

The pilot was approaching his home airport under dark night conditions. He reported that he was five miles from the airport and adjusted the airport lighting several times. He made no further radio calls, though his normal practice was to report his position several times as he proceeded in the landing pattern. The airplane approached the airport from the southeast in a descent, continued past the airport, and adjusted its course slightly to the left. One witness reported observing the airplane enter a left turn, then pitch down, and descend at a steep angle. The airplane impacted terrain in a steep left bank and cart wheeled. An examination of the airframe, airplane systems, and engine revealed no pre-impact anomalies. Flight control continuity was confirmed.

The pilot had flown eight hours and 30 minutes on the day of the accident, crossing two time zones, and had been awake for no less than 17 hours when the accident occurred. The accident occurred at a time of day after midnight in the pilot's departure time zone. Post-accident toxicology testing revealed doxylamine and amphetamine in the pilot's tissues. The pilot had been diagnosed with attention deficit hyperactivity disorder (ADHD) almost five years prior to the accident and had taken prescription amphetamines for the disorder since that diagnosis. The FAA does not medically certify pilots who require medication for the control of ADHD. At the time of the accident, the pilot's blood level of amphetamines may have been falling, and he may have been increasingly fatigued and distracted. The use of doxylamine (an over-the-counter antihistamine, often used as a sleep aid) could suggest that the pilot was having difficulty sleeping.

Updated at Sep 30 2009 5:20PM

Brief of Accident (Continued)

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OCCURRENCES

Approach - Controlled flight into terr/obj (CFIT)

FINDINGS

Personnel issues-Physical-Alertness/Fatigue-(general)-Pilot - C

Personnel issues-Physical-Impairment/incapacitation-(general)-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's incapacitation due to fatigue resulting in an in-flight collision with terrain.