



National Transportation Safety Board Aviation Accident Final Report

Location:	WEST JORDAN, UT	Accident Number:	DEN83FA193
Date & Time:	08/20/1983, 0855 MDT	Registration:	N2239Q
Aircraft:	CESSNA 421A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

INVESTIGATION REVEALED THAT THE PLT ABORTED TWO TAKEOFF ATTEMPTS DUE TO A 'ROUGHNESS' IN ONE ENG. NOT ABLE TO DUPLICATE THE ROUGHNESS DURING SUBSEQUENT GROUND CHECKS, THE PLT DEPARTED. AT AN ALT OF 300 AGL THE LEFT ENG BEGAN TO SURGE AND THE RIGHT ENG, ACCORDING TO THE PLT, 'SEEMED TO BE DELIVERING NO POWER EITHER AND I COULD FEEL THE PLANE DECELERATING.' THE PLT STATED HE TURNED THE ACFT TO MISS A HOUSING DEVELOPMENT. A WITNESS STATED THAT THE LEFT WING DROPPED AND THE ACFT DOVE INTO THE GROUND AT ABOUT 45 DEG ANGLE. INVESTIGATION FAILED TO REVEAL ANY REASON FOR LOSS OF ENG POWER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/28/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4156 hours (Total, all aircraft), 132 hours (Total, this make and model), 3996 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2239Q
Model/Series:	421A 421A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421A0039
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	04/23/1983, Annual	Certified Max Gross Wt.:	6840 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4180 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-540-D
Registered Owner:	RALPH ANDERSON	Rated Power:	375 hp
Operator:	RALPH ANDERSON	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	19° C / 14° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SPANISH FORK, UT (U77)	Type of Clearance:	None
Departure Time:	0855	Type of Airspace:	Class D; Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).