



National Transportation Safety Board Aviation Accident Final Report

Location:	RATON, NM	Accident Number:	DEN85LA046
Date & Time:	12/17/1984, 1030 MST	Registration:	N365AA
Aircraft:	CESSNA 401A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ABOUT 2 HRS AFTER DEPARTURE, AT 13,000 FT, THE RIGHT ENG FUEL FLOW WENT TO ZERO. THE ENG CONTINUED TO OPERATE INDICATING 24 INCHES OF MANIFOLD PRESSURE. ALL OTHER INSTRUMENTS WERE NORMAL BUT WHAT LOOKED LIKE A BROWN STAIN DEVELOPED ON TOP OF THE RIGHT WING ALONG THE SPAR CAP NEAR THE TIP TANK. ARTCC WAS ADVISED THAT A PRECAUTIONARY LANDING WOULD BE MADE AT RATON AND A RAPID DESCENT WAS BEGUN. ON FINAL THE RIGHT ENG NACELLE AND WING LOCKER TURNED BROWN. AS THE ACFT LANDED FLAMES APPEARED ON THE RIGHT SIDE OF THE FUSELAGE AND SMOKE ENTERED THE CABIN. BOTH ENGS WERE SECURED AND BRAKES APPLIED. THE BRAKES WERE INOPERATIVE THEREFORE, THE PLT STEERED THE ACFT OFF THE RWY INTO A SNOW BANK COLLAPSING THE NOSE GEAR. WITHIN 15 MINS MOST OF THE WRECKAGE WAS CONSUMED BY THE FIRE. IGNITION SOURCE AND FIRE ORIGINATION POINT WERE NOT DETERMINED.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ENGINE INSTRUMENTS,FUEL FLOW GAGE - NO PRESSURE
 2. (F) ENGINE INSTRUMENTS,MANIFOLD PRESSURE GAGE - LOSS,PARTIAL
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Occurrence #2: FIRE/EXPLOSION
Phase of Operation: CRUISE - NORMAL

Findings

3. (F) WING,SKIN - BURNED
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Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - SNOWBANK
 7. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
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Occurrence #5: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

8. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4256 hours (Total, all aircraft), 460 hours (Total, this make and model), 3971 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N365AA
Model/Series:	401A 401A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	401A0047
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	04/07/1984, 100 Hour	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	759 Hours	Engines:	2 Reciprocating
Airframe Total Time:	47426 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-E
Registered Owner:	ARROWHEAD AIRWAYS, INC.	Rated Power:	300 hp
Operator:	ARROWHEAD AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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:	1030	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	NORTH PLATTE, NE (LBF)	Type of Flight Plan Filed:	IFR
Destination:	ALBUQUERQUE, NM (ABQ)	Type of Clearance:	IFR
Departure Time:	0815 MST	Type of Airspace:	Class E

Airport Information

Airport:	CREWS (RTN)	Runway Surface Type:	Asphalt
Airport Elevation:	6352 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5550 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GARY MUCHO	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 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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