



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	FRANKTOWN, CO	<b>Accident Number:</b>	DEN86FA033
<b>Date &amp; Time:</b>	12/01/1985, 1732 MST	<b>Registration:</b>	N249JM
<b>Aircraft:</b>	CESSNA 421B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE ACFT DEPARTED NASHVILLE, TN, FOR A FLT TO ASPEN, CO. THE PLTS MADE ONE REFUELING STOP AT CHANUTE, KS. THE PLTS WERE UNABLE TO LAND AT ASPEN OR A NEARBY ALTERNATE ARPT (EAGLE, CO) AND ELECTED TO RETURN BACK TO THE DENVER AREA. THE PLTS INDICATED TO AN ARTCC CONTROLLER THAT THEY WERE LOW FUEL. BEFORE THEY COULD REACH AN ARPT THE PLT TOLD THE CONTROLLER THEY HAD ENG FAILURE AND THOUGHT THEY HAD RUN OUT OF FUEL. DURING THE EMERGENCY DESCENT THE ACFT STRUCK AN ELECTRICAL POWER POLE, POWER LINES AND THEN THE GROUND. INSPECTION OF THE ACFT REVEALED 2 TO 3 GALLONS OF FUEL REMAINING IN EACH MAIN FUEL TANK.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
  2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  4. (C) JUDGMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. (F) OBJECT - UTILITY POLE
- 

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

6. TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/03/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8200 hours (Total, all aircraft), 3 hours (Total, this make and model), 7900 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N249JM
<b>Model/Series:</b>	421B 421B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421B80124
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	03/26/1985, Annual	<b>Certified Max Gross Wt.:</b>	7200 lbs
<b>Time Since Last Inspection:</b>	87 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6035 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-H
<b>Registered Owner:</b>	J & M PARTNERS, INC.	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	THOMAS J. MCCARTHNEY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	APA, 5872 ft msl	Distance from Accident Site:	135 Nautical Miles
Observation Time:	1745 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 1400 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-17°C / -17°C
Precipitation and Obscuration:			
Departure Point:	CHANUTE, KS (CNU)	Type of Flight Plan Filed:	None
Destination:	ASPEN, CO (ASE)	Type of Clearance:	None
Departure Time:	1241 MST	Type of Airspace:	Airport Advisory Area

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	LOUIS P MONGER; BROOMFIELD, CO BILL ROSS; WICHITA, KS SCOTT ROYLE; DENVER, CO		
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> .		

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](#).