



National Transportation Safety Board Aviation Accident Final Report

Location:	BUTTE, MT	Accident Number:	DEN87FA016
Date & Time:	11/06/1986, 0436 MST	Registration:	N421AR
Aircraft:	CESSNA 421C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

PLT WAS ATTEMPTING THE VOR-B INSTRUMENT APCH TO BUTTE, MT ARPT. PLT REPORTED OVER THE COPPERTOWN VORTAC INBOUND ON THE ARPT. THE PROCEDURE TURN INBOUND COURSE TO THE VORTAC IS 124 DEGREES. THE INBOUND COURSE TO THE ARPT IS 094 DEGREES. THE ACFT WRECKAGE WAS FOUND ON THE 124 DEGREE RADIAL 5 MILES SW OF THE ARPT. THE WIND WAS REPORTED TO BE 340 DEGREES AT 9 KTS. THE VOR-B APCH TERMINATES AT RWY 11. RWY 33 IS 9000 FT LONG AND EQUIPPED WITH MIRL'S AND REIL'S.

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: APPROACH

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - SNOW
 4. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
7. (C) CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
8. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/02/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N421AR
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421C0254
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	10/20/1986, 100 Hour	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2890 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	GTSIO-520-L
Registered Owner:	LYNCH FLYING SERVICE	Rated Power:	375 hp
Operator:	LYNCH FLYING SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BTM, 5553 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	0351 MST	Direction from Accident Site:	47°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -3° C
Precipitation and Obscuration:			
Departure Point:	HELENA, MT (HLN)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0414 MST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	03/10/1988
Additional Participating Persons:	TERESA O'LEARY; WICHITA, KS SCOTT BOYLE; LAKEWOOD, CO WILLIAM KEZER; SPOKANE, WA		
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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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](#).