



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ALBUQUERQUE, NM	<b>Accident Number:</b>	DEN88FA087
<b>Date &amp; Time:</b>	03/25/1988, 1801 MST	<b>Registration:</b>	CGVDG
<b>Aircraft:</b>	CESSNA 421A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PLT AND ONE PAX WERE ON A BUSINESS TRIP IN THE U.S. FROM CANADA. THE PLT HAD THE ACFT FUEL TANKS 'TOPPED OFF' PRIOR TO DEPARTURE FROM KANSAS CITY. THE FLT PLAN INDICATED 3 HOURS 30 MIN ENROUTE TO ALBUQUERQUE WITH 5 HOURS 30 MIN OF FUEL ON BOARD. STRONG ENROUTE WINDS AND TURBULENCE WERE FORECAST ALONG THE ROUTE OF FLIGHT. THE ACTUAL FLIGHT WAS 4.4 HRS. THE AIRCRAFT CRASHED WHILE TURNING FROM BASE LEG TO FINAL AT THE ALBUQUERQUE INT'L ARPT. EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF FUEL IN OR AROUND THE AIRCRAFT. THE MANUFACTURER RECOMMENDS USING THE MAIN TANKS FOR 90 MINUTES BEFORE SWITCHING TO ANY AUX TANK TO PREVENT VENTING OF RETURN FUEL OVERBOARD. VENTED FUEL WILL DIMINISH FUEL SUPPLY.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (C) FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
  2. (C) FLUID,FUEL - EXHAUSTION
  3. (C) FUEL DUMPED - INADVERTENT - PILOT IN COMMAND
  4. (F) WEATHER CONDITION - UNFAVORABLE WIND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/17/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2180 hours (Total, all aircraft), 91 hours (Total, this make and model), 1522 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	CGVDG
Model/Series:	421A 421A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4210067
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	11/23/1987, Unknown	Certified Max Gross Wt.:	6840 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520-D
Registered Owner:	STARCRAFT AVIATION LTD.	Rated Power:	375 hp
Operator:	STARCRAFT AVIATION LTD.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABQ, 5352 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1815	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	80 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	19 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / -10° C
Precipitation and Obscuration:			
Departure Point:	KANSAS CITY, MO (MKC)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1346 MST	Type of Airspace:	Class E

## Airport Information

Airport:	ALBUQUERQUE INT'L (ABQ)	Runway Surface Type:	Asphalt
Airport Elevation:	5352 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5130 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	08/08/1989
Additional Participating Persons:	MANUEL LOPEZ; ALBUQUERQUE, NM GARY CHEATUM; WICHITA, KS MICHAEL GRIMES; LOS ANGELES, CA		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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](#).