



# National Transportation Safety Board

## Aviation Accident Final Report

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Location:	CODY, WY	Accident Number:	DEN87FA162
Date & Time:	06/28/1987, 0000 MDT	Registration:	N26553
Aircraft:	CESSNA 421C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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### Analysis

THE PLT & 3 PAXS WERE RETURNING TO DALLAS, TX FROM A RETREAT IN MONTANA. THE PLT FILED AN IFR FLT PLAN FROM WHITE SULPHUR SPRINGS, MT, TO CASPER, WY, BUT DID NOT ACTIVATE IT AFTER DEPARTURE. THE ACFT WAS RPRTD OVERDUE BY FAMILY & A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED BY THE CIVIL AIR PATROL ON 7/1/87. THE ACFT HAD CRASHED AT THE 10,000' LVL OF A BOX CANYON AREA IN MOUNTAINOUS TERRAIN. THE IMPACT AREA WAS ON A ROLLING MEADOW THAT WAS SURROUNDED ON THREE SIDES BY MOUNTAINS. ENTRANCE TO THE AREA WAS FROM THE NNE. THERE WAS EVIDENCE THE ACFT IMPACTED IN A LEFT WING LOW, NOSE LOW ATTITUDE, AFTER TURNING TO A HDG OF ABOUT 050 DEG. BEFORE TAKEOFF, THE PLT HAD ADDED 35 GAL OF FUEL (MIXTURE OF 80 & 100 OCTANE FUEL) FOR AN ESTIMATED FUEL LOAD OF 213 GAL. NO EVIDENCE WAS FOUND OF A PREIMPACT MECHANICAL FAILURE OR MALFUNCTION. APPROX 27 MI SSE OF CODY, WY, THE WX WAS IN PART: 18,000' SCATTERED, 25,000' OVERCAST, 30 MI VIS. THE ELEV AT CODY WAS ABOUT 5,000' LOWER THAN THE CRASH SITE.

### 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: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	43, 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:	06/09/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3665 hours (Total, all aircraft), 315 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N26553
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421C0707
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520
Registered Owner:	C & C AIRCRAFT SERVICE	Rated Power:	375 hp
Operator:	HUGO SCHOELLKOPF	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	COD, 5089 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	0745 MDT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 13000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 6°C
Precipitation and Obscuration:			
Departure Point:	WHT SULPHR SPRG, MT (7S6)	Type of Flight Plan Filed:	None
Destination:	CASPER, WY	Type of Clearance:	None
Departure Time:	0610 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	08/02/1988
Additional Participating Persons:	PAUL FLOOD; HELENA, MA JERRY SHOEMAKER; WICHITA, KS MIKE 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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.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](#).