



National Transportation Safety Board Aviation Accident Final Report

Location:	BAILEY, CO	Accident Number:	DEN88FA014
Date & Time:	10/21/1987, 1135 MDT	Registration:	N4132G
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND RADAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE AND A ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING ENGINE WAS DUE TO FUEL CONTAMINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. THE PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET HAD BEEN ISSUED FOR THAT REGION AND THE SEVERE TURBULENCE WAS CONFIRMED BY ANOTHER PILOT. ENGINE TEARDOWN REVEALED NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE/MALFUNCTION.

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: CRUISE

Findings

1. (C) WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. (F) FLUID,FUEL - CONTAMINATION
4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. POWERPLANT - FAILURE,PARTIAL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

6. (F) WEATHER CONDITION - TURBULENCE
7. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. POWERPLANT - FAILURE,TOTAL

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/11/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4809 hours (Total, all aircraft), 364 hours (Total, this make and model), 4342 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4132G
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0303
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/17/1987, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2146 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520N
Registered Owner:	JAMES MUNSON HARMON	Rated Power:	310 hp
Operator:	HARMON, JAMES M.	Operating Certificate(s) Held:	None
Operator Does Business As:	HARMON RANCH	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEN, 5333 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1150 MST	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / -9° C
Precipitation and Obscuration:			
Departure Point:	ENGLEWOOD, CO (APA)	Type of Flight Plan Filed:	None
Destination:	BUENA VISTA, CO	Type of Clearance:	None
Departure Time:	1120 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	03/13/1989
Additional Participating Persons:	LOU MONGER; AURORA, CO BILL ROSS; WICHITA, KS SCOTT BOYLE; 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 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](#).