



National Transportation Safety Board Aviation Accident Final Report

Location:	TWO BUTTES, CO	Accident Number:	DEN87FA048
Date & Time:	01/31/1987, 2049 MST	Registration:	N6320X
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT AND HIS WIFE WERE EN ROUTE FROM PALM SPRINGS, CA, TO OLATHE, KS, AND HAD STOPPED FOR FUEL AT FARMINGTON, NM. AFTER DEPARTURE, THE ACFT WAS EVENTUALLY CLEARED TO FL 210. AT 1934 THE PLT GAVE DENVER ARTCC THE FOLLOWING PIREP: 'THERE'S BEEN SOME SNOW BUT I'VE BEEN MOSTLY IN AND OUT OF THE TOPS. LOOKS LIKE I GOT CLEAR SKIES ABOVE ME MOST OF THE TIME...AND IT IS MODERATELY ROUGH FROM TIME TO TIME.' AT 2045 KANSAS CITY ARTCC ADVISED THE PLT HE WAS AT FL 213. THE PLT ACKNOWLEDGED HE HAD DRIFTED OFF ALT AND WAS CORRECTING AND WAS HEADING 060 DEG. AT 2047 THE CONTROLLER ADVISED THE PLT HE WAS AT FL 203. THE PLT REPLIED, 'WE'VE HAD A GYRO FAILURE.' AT 2049 RADAR CONTACT WAS LOST. THE ACFT IMPACTED AN OPEN FIELD IN A NEAR VERTICAL ATTITUDE. THERE WAS NO EVIDENCE OF AIRFRAME, ENG, PROP, OR FLT CONTROL FAILURE. ONLY ONE VACUUM PUMP WAS RECOVERED. THE INSTRUMENT PANEL AND AUTOPLT SYSTEM WERE DESTROYED.

Probable Cause and Findings

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

Findings

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) WEATHER CONDITION - CLOUDS
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	45, 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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/06/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 350 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6320X
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0491
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	12/11/1986, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1426 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-N
Registered Owner:	WAYNE A. BOWER	Rated Power:	310 hp
Operator:	WAYNE A. BOWER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LHK, 4238 ft msl	Distance from Accident Site:	62 Nautical Miles
Observation Time:	1955 MST	Direction from Accident Site:	293°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:			
Departure Point:	FARMINGTON, NM (FMN)	Type of Flight Plan Filed:	IFR
Destination:	OLATHE, KS (OJC)	Type of Clearance:	IFR
Departure Time:	1903 MST	Type of Airspace:	Class E

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):	ARNOLD W SCOTT	Report Date:	07/05/1988
Additional Participating Persons:	LOUIS P MONGER; BROOMFIELD, CO WILLIAM S ROSS; WICHITA, KS ROBERT S BOYLE; ARVADA, 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](#).