



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TOOELE, UT	<b>Accident Number:</b>	DEN89FA034
<b>Date &amp; Time:</b>	11/16/1988, 0110 MST	<b>Registration:</b>	N222BL
<b>Aircraft:</b>	CESSNA 421	<b>Aircraft Damage:</b>	Substantial
<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 FLT DEPARTED ST. GEORGE, UT, AT 0100 MST ENROUTE TO SALT LAKE CITY (SLC). A FLT PLAN WAS NOT FILED. THE WX FORECAST WAS FOR IMC WITH MOUNTAIN TOPS OBSCURED. THE PLT REQUESTED FLT FOLLOWING FROM SLC CENTER AND PROCEEDED ON THE AIRWAYS UNTIL ABOUT 40 MI S OF SLC WHERE RADAR CONTACT WAS LOST. UPON LOSS OF RADAR CONTACT, THE CONTROLLER ASKED THE PLT WHAT HIS ALT WAS. THE PLT REPLIED THAT HE WAS AT 10,500 FT. THAT WAS THE LAST CONTACT WITH THE FLT. AFTER REPEATED ATTEMPTS TO REESTABLISH CONTACT, IT WAS DETERMINED THAT THE ACFT HAD GONE DOWN. A SEARCH WAS BEGUN AND THE WRECKAGE WAS FOUND 30 MI SW OF SLC AT THE 9500 FT LEVEL OF A MOUNTAIN.

## 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: CRUISE - NORMAL

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - SNOW
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/22/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	6375 hours (Total, all aircraft), 70 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N222BL
<b>Model/Series:</b>	421 421	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421B-0824
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	11/10/1988, Annual	<b>Certified Max Gross Wt.:</b>	6840 lbs
<b>Time Since Last Inspection:</b>	24 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2774 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GTSIO-520-H
<b>Registered Owner:</b>	ARJAY MEDICAL, INC.	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	ARJAY MEDICAL, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SLC, 4608 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	2352 MST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1° C / -3° C
Precipitation and Obscuration:			
Departure Point:	ST. GEORGE, UT (SGU)	Type of Flight Plan Filed:	None
Destination:	SALT LAKE CITY, UT (SLC)	Type of Clearance:	None
Departure Time:	2330 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
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):	VERLIN B TRANTER	Report Date:	11/24/1989
Additional Participating Persons:	STEVE FRANKLIN; SALT LAKE CITY, UT		
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](#).