



National Transportation Safety Board

Aviation Accident Final Report

Location:	TOOELE, UT	Accident Number:	DEN89FA034
Date & Time:	11/16/1988, 0110 MST	Registration:	N222BL
Aircraft:	CESSNA 421	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

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

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

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

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N222BL
Model/Series:	421 421	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421B-0824
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	11/10/1988, Annual	Certified Max Gross Wt.:	6840 lbs
Time Since Last Inspection:	24 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2774 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520-H
Registered Owner:	ARJAY MEDICAL, INC.	Rated Power:	375 hp
Operator:	ARJAY MEDICAL, INC.	Operating Certificate(s) Held:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).