



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENWOOD SPRING, CO	Accident Number:	DEN92FA035
Date & Time:	02/13/1992, 2055 MST	Registration:	N26JB
Aircraft:	SWEARINGEN SA-26AT	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Serious, 1 Minor, 1 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE PILOT OF THE AIR AMBULANCE FEATHERED THE RIGHT PROPELLER AFTER REPORTING 'A BIT OF A PROBLEM' WITH THE RIGHT ENGINE. HE ATTEMPTED TO DIVERT TO THE NEAREST SUITABLE AIRPORT, BUT AFTER RECEIVING ITS LATEST WEATHER REPORT, ELECTED TO RETURN TO BASE. THE AIRPLANE MADE A LEFT TURN, REENTERED IMC, AND IMPACTED A MOUNTAINSIDE ON A MAGNETIC HEADING OF 092 DEGREES. THE HEADING TO THE AIRPORT OF INTENDED LANDING WAS 272 DEGREES. THE ACCIDENT OCCURRED DURING A SNOW STORM AT NIGHT. ALL FIVE OCCUPANTS SURVIVED AND WERE RESCUED THE FOLLOWING AFTERNOON. THICK GREASE ON THE RIGHT ENGINE FUEL CONTROL CAM SHAFT PREVENTED A SPRING FROM RETURNING THE 3D CAM TO A LOWER ALTITUDE POSITION. THE CAM WAS FOUND STRUCK ON THE SHAFT AT A POSITION EQUATING TO AN ALTITUDE OF APPROXIMATELY 15,000 FEET. THE FUEL FLOW SCHEDULE FOR FLIGHT IDLE WAS BELOW SPECIFICATIONS. IN ADDITION, SHROUD MATERIAL WAS FOUND DELAMINATED FROM THE LEFT ENGINE SECOND STAGE COMPRESSOR HOUSING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: MALFUNCTION OF THE RIGHT ENGINE FUEL CONTROL THAT CAUSED THE ENGINE TO FLAME OUT, AND DELAMINATION OF THE LEFT ENGINE COMPRESSOR SHROUD. FACTORS WERE: THE PILOT BECAME DISORIENTED, THE MOUNTAINOUS TERRAIN, THE DARK NIGHT, AND THE WEATHER CONDITIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. 1 ENGINE
2. (C) FUEL SYSTEM,FUEL CONTROL - MOVEMENT RESTRICTED
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

4. 1 ENGINE
5. (C) TURBINE ASSEMBLY,SHROUD - DELAMINATION

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

Findings

6. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. (F) WEATHER CONDITION - OBSCURATION
8. (F) LIGHT CONDITION - DARK NIGHT
9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	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:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/26/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8600 hours (Total, all aircraft), 750 hours (Total, this make and model), 8550 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N26JB
Model/Series:	SA-26AT SA-26AT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T26-163
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/23/1991, Continuous Airworthiness	Certified Max Gross Wt.:	10000 lbs
Time Since Last Inspection:	27 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3988 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TPE331-1-151G
Registered Owner:	FOWLER, RICHARD L.	Rated Power:	665 hp
Operator:		Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	WESTERN AVIATORS	Operator Designator Code:	CMUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	1°C / -3°C
Precipitation and Obscuration:			
Departure Point:	GRAND JUNCTION, CO (GJT)	Type of Flight Plan Filed:	IFR
Destination:	DENVER, CO (DEN)	Type of Clearance:	IFR
Departure Time:	2011 MST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious, 1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	08/26/1993
Additional Participating Persons:	JOAN D'AMICO; 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.nts.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](#).