



National Transportation Safety Board Aviation Accident Factual Report

Location:	MONTROSE, CO	Accident Number:	FTW95LA128
Date & Time:	03/01/1995, 1040 MST	Registration:	N208DK
Aircraft:	BEECH 58P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

On March 1, 1995, at approximately 1040 mountain standard time (all times are mountain standard time unless otherwise noted), a Beech 58P, N208DK, was destroyed when it impacted terrain during a landing approach at Montrose, Colorado. The private pilot-in-command and commercial rated pilot/passenger were seriously injured. Instrument meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed. The business flight, conducted under Title 14, Code of Federal Regulations, Part 91, originated at Fort Worth, Texas, at 0600.

The following is based on written pilot statements submitted along with the pilot/operator report. The pilot and his passenger obtained several independent weather briefings and filed an IFR plan and departed Fort Worth, Texas. Visual meteorological conditions were forecasted for both Gunnison and Montrose, Colorado, their destination and alternate, respectively.

The pilot stated that while en route, it was determined that head winds had become stronger than forecasted; resulting in increased fuel consumption. The pilot made the decision to continue to Gunnison. He based this decision on inflight information given to him "in general terms" of the prevailing visual meteorological conditions that reportedly existed at his destination.

Upon arriving in the Gunnison area, the sky was obscured and it was snowing. The pilot executed an instrument landing system approach to runway 6. At decision height, the pilot made a missed approach because he was unable to visually acquire the runway environment. It was determined that sufficient fuel remained to divert to his alternate airport, 45 miles to the west. En route, to Montrose, however, the pilot advised Denver Air Route Traffic Control Center (ARTCC) that he was low on fuel.

He was forced to crossfeed the left engine from the right fuel tank because the left tank was empty.

An ILS approach was executed to runway 17 at Montrose and at decision height, the runway environment was not in sight. Aware of his fuel state, the poor weather conditions, and

surrounding high terrain, the pilot elected to land the airplane in a field. The airplane touched down in mud and nosed over And came to rest 1/4 mile east-northeast of runway 17.

As of the writing of this report, the air traffic report requested has not been received.

Pilot Information

Certificate:	Private	Age:	47, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4360 hours (Total, all aircraft), 450 hours (Total, this make and model), 4150 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N208DK
Model/Series:	58P 58P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TJ-201
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/15/1995, Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-WB
Registered Owner:	BHEM, INC.	Rated Power:	325 hp
Operator:	BHEM, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MTJ, 5759 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1026 MST	Direction from Accident Site:	248°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1.75 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	FORT WORTH, TX (FTW)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0800 CST	Type of Airspace:	Class D

Airport Information

Airport:	MONTROSE COUNTY MUNICIPAL (MTJ)	Runway Surface Type:	Concrete
Airport Elevation:	5759 ft	Runway Surface Condition:	Snow--wet
Runway Used:	17	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT
Additional Participating Persons:	GRANT M PEARSOLL; SALT LAKE CITY, UT
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .