



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	MONTROSE, CO	<b>Accident Number:</b>	FTW95LA128
<b>Date &amp; Time:</b>	03/01/1995, 1040 MST	<b>Registration:</b>	N208DK
<b>Aircraft:</b>	BEECH 58P	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

### Analysis

ACCORDING TO THE PILOT, VISUAL METEOROLOGICAL CONDITIONS (VMC) WERE FORECAST FOR BOTH HIS DESTINATION, GUNNISON, CO AND HIS ALTERNATE, MONTROSE, CO. DURING FLIGHT HE DETERMINED THAT THE HEAD WINDS WERE STRONGER THAN FORECAST RESULTING IN INCREASED FUEL USAGE. HE DECIDED TO CONTINUE TO GUNNISON BASED ON INFLIGHT INFORMATION GIVEN TO HIM THAT VMC PREVAILED. ARRIVING IN GUNNISON, INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) EXISTED, AND THE PILOT MADE AN ILS APPROACH. THE APPROACH WAS MISSED AND HE DIVERTED TO HIS ALTERNATE, MONTROSE. EN ROUTE THE PILOT ADVISED ATC HE WAS LOW ON FUEL. HE CROSSFED THE LEFT ENGINE FROM THE RIGHT FUEL TANK BECAUSE THE LEFT TANK WAS EMPTY. THE PILOT MADE AN ILS APPROACH TO MONTROSE. AT DECISION HEIGHT, THE RUNWAY ENVIRONMENT WAS NOT IN SIGHT. BECAUSE OF THE CRITICAL FUEL STATE, POOR WEATHER CONDITIONS, AND SURROUNDING HIGH TERRAIN, THE PILOT ELECTED TO LAND IN A FIELD HE HAD SIGHTED. THE AIRPLANE TOUCHED DOWN IN MUD AND NOSED OVER. OCCASIONAL IFR CONDITIONS AND MOUNTAIN OBSCURATION FOR THE ACCIDENT VICINITY WERE FORECAST IN PERTINENT AIRMETS PRIOR TO AND DURING THE FLIGHT.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL THE AIRPLANE RESULTING IN A FORCED LANDING. THE ADVERSE WEATHER CONDITIONS WERE FACTORS.

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

- Findings
1. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
  2. (F) WEATHER CONDITION - OBSCURATION
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Occurrence #2: FORCED LANDING  
Phase of Operation: APPROACH

- Findings
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
4. TERRAIN CONDITION - SOFT

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N208DK
<b>Model/Series:</b>	58P 58P	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	BHEM, INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-WB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MTJ, 5759 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 330°
<b>Temperature:</b>	1°C	<b>Visibility</b>	1.75 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FORT WORTH, TX (FTW)	<b>Destination:</b>	

### Airport Information

<b>Airport:</b>	MONTROSE COUNTY MUNICIPAL (MTJ)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Snow--wet
<b>Runway Length/Width:</b>	10000 ft / 150 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	06/22/1996
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:pubinq@ntsb.gov">pubinq@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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