



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ENGLEWOOD, CO	<b>Accident Number:</b>	DEN91LA066
<b>Date &amp; Time:</b>	05/01/1991, 0600 MDT	<b>Registration:</b>	N18DF
<b>Aircraft:</b>	CESSNA 421	<b>Injuries:</b>	1 Minor, 4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING INITIAL CLIMB AFTER TAKEOFF FROM A HIGH ALTITUDE AIRPORT AND AT A GROSS WEIGHT 70 POUNDS BELOW MAXIMUM, BOTH ENGINE LOST INPUT TO THEIR TURBOCHARGERS DUE TO EXHAUST SYSTEM FAILURE. AT THE REDUCED POWER AVAILABLE, THE PILOT WAS UNABLE TO RETURN TO THE AIRPORT AND CONDUCTED AN EMERGENCY LANDING IN A FIELD. THE TERRAIN WAS ROLLING, SOFT, AND THE LANDING GEAR COLLAPSED DURING LANDING ROLL. THE ENGINE NACELLES AND UNDERSIDE OF THE AIRCRAFT WERE DAMAGED AS THE AIRCRAFT SLID DURING THE FINAL PHASE OF DECELERATION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POWER LOSS ON BOTH ENGINES AS A RESULT OF EXHAUST SYSTEM FAILURE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) EXHAUST SYSTEM,MANIFOLD/PIPE - FRACTURED
2. (C) EXHAUST SYSTEM,MANIFOLD/PIPE - CRACKED

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	39
<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>	
<b>Flight Time:</b>	9600 hours (Total, all aircraft), 300 hours (Total, this make and model), 6200 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N18DF
<b>Model/Series:</b>	421 421	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	EXECUTIVE AIRMOTIVE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	GTSIO-5200
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	APA, 5883 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 190°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	BELOTT, KS (K61)

## Airport Information

<b>Airport:</b>	CENTENNIAL (APA)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER      Adopted Date: 05/05/1993

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.