



National Transportation Safety Board Aviation Accident Final Report

Location:	CORTEZ, CO	Accident Number:	DEN86LA001
Date & Time:	10/01/1985, 1552 MDT	Registration:	N9614S
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AFTER 3.9 HRS FLT TIME ON A X-COUNTRY FLT FROM CHEYENNE, WY, TO CORTEZ, CO, THE PLT EXPERIENCED AN ENG FAILURE DUE TO FUEL EXHAUSTION. HE EXECUTED A FORCED LANDING IN A MOUNTAIN MEADOW THAT WAS NOT ADEQUATE IN LENGTH FOR THE LANDING. THE ACFT IMPACTED TREES ON LANDING ROLL AT APRX 10 MPH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/21/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2417 hours (Total, all aircraft), 2291 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N9614S
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/05/1985, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	58 Hours	Engines:	1 Reciprocating
Airframe Total Time:	815 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-A
Registered Owner:	GENE E. PATTON	Rated Power:	150 hp
Operator:	GENE E. PATTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CEZ, 5914 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1615 MDT	Direction from Accident Site:	208°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / -3° C
Precipitation and Obscuration:			
Departure Point:	CHEYENNE, WY (CYS)	Type of Flight Plan Filed:	VFR
Destination:	CORTEZ, CO (CEZ)	Type of Clearance:	VFR
Departure Time:	1220 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRENTISS MANGUM	Report Date:	
Additional Participating Persons:	RICHARD RUNDELL; 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 pubinquiry@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](#).