



National Transportation Safety Board Aviation Accident Final Report

Location:	ELBERT, CO	Accident Number:	DEN86FTE02
Date & Time:	11/02/1985, 0655 MST	Registration:	N26BW
Aircraft:	BEECH 58	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASHED IN A OPEN FIELD & WAS NOT FOUND FOR 4 DAYS. THE HOME BUILT ACFT, MAINTAINED LARGELY BY THE PLT, HAD THE ENGINE DESTROYED SO COMPLETELY THAT NO DETERMINATION COULD BE MADE AS TO POWER BEING DEVELOPED AT IMPACT. THE PLT REPORTEDLY HAD BEEN ACTING STRANGELY FOR A FEW DAYS PRIOR TO THE ACCIDENT. NO RADIO CALLS WERE RECEIVED FROM THE FLT AFTER THE INITIAL CLEARANCE. THE ACFT IMPACTED 70-80 DEGREE'S NOSE DWN WITH THE WINGS LEVEL.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDETERMINED
Phase of Operation: DESCENT - UNCONTROLLED

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/25/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4913 hours (Total, all aircraft), 35 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N26BW
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	222
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/15/1985, Annual	Certified Max Gross Wt.:	1825 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	35 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-320
Registered Owner:	ROBERT C. WARD	Rated Power:	150 hp
Operator:	ROBERT C. WARD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	DEN, 5883 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	1400 MST	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	75 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3° C
Precipitation and Obscuration:			
Departure Point:	ERIE, CO (48V)	Type of Flight Plan Filed:	VFR
Destination:	OCEANSIDE, CA (L32)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	H W STROH	Report Date:	
Additional Participating Persons:	ROY PETERSON EDWARD HAINES		
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](#).