



National Transportation Safety Board Aviation Accident Final Report

Location:	FRANKTOWN, CO	Accident Number:	DEN86FA033
Date & Time:	12/01/1985, 1732 MST	Registration:	N249JM
Aircraft:	CESSNA 421B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT DEPARTED NASHVILLE, TN, FOR A FLT TO ASPEN, CO. THE PLTS MADE ONE REFUELING STOP AT CHANUTE, KS. THE PLTS WERE UNABLE TO LAND AT ASPEN OR A NEARBY ALTERNATE ARPT (EAGLE, CO) AND ELECTED TO RETURN BACK TO THE DENVER AREA. THE PLTS INDICATED TO AN ARTCC CONTROLLER THAT THEY WERE LOW FUEL. BEFORE THEY COULD REACH AN ARPT THE PLT TOLD THE CONTROLLER THEY HAD ENG FAILURE AND THOUGHT THEY HAD RUN OUT OF FUEL. DURING THE EMERGENCY DESCENT THE ACFT STRUCK AN ELECTRICAL POWER POLE, POWER LINES AND THEN THE GROUND. INSPECTION OF THE ACFT REVEALED 2 TO 3 GALLONS OF FUEL REMAINING IN EACH MAIN FUEL TANK.

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: DESCENT - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. (C) JUDGMENT - POOR - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - UTILITY POLE
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

6. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/03/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8200 hours (Total, all aircraft), 3 hours (Total, this make and model), 7900 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N249JM
Model/Series:	421B 421B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421B80124
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	03/26/1985, Annual	Certified Max Gross Wt.:	7200 lbs
Time Since Last Inspection:	87 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6035 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-H
Registered Owner:	J & M PARTNERS, INC.	Rated Power:	375 hp
Operator:	THOMAS J. MCCARTHNEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	APA, 5872 ft msl	Distance from Accident Site:	135 Nautical Miles
Observation Time:	1745 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 1400 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-17°C / -17°C
Precipitation and Obscuration:			
Departure Point:	CHANUTE, KS (CNU)	Type of Flight Plan Filed:	None
Destination:	ASPEN, CO (ASE)	Type of Clearance:	None
Departure Time:	1241 MST	Type of Airspace:	Airport Advisory Area

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	LOUIS P MONGER; BROOMFIELD, CO BILL ROSS; WICHITA, KS SCOTT ROYLE; DENVER, CO		
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/ .		

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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](#).