



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FRANKTOWN, CO	<b>Accident Number:</b>	DEN86FA033
<b>Date &amp; Time:</b>	12/01/1985, 1732 MST	<b>Registration:</b>	N249JM
<b>Aircraft:</b>	CESSNA 421B	<b>Injuries:</b>	4 Serious, 2 Minor
<b>Flight Conducted Under:</b>	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

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

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. (F) OBJECT - UTILITY POLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

6. TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N249JM
<b>Model/Series:</b>	421B 421B	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	THOMAS J. MCCARTHNEY	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-H
<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>	Dusk
<b>Observation Facility, Elevation:</b>	APA, 5872 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 1400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 50°
<b>Temperature:</b>	-17° C	<b>Visibility:</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CHANUTE, KS (CNU)	<b>Destination:</b>	ASPEN, CO (ASE)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	VERLIN B TRANTER	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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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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.