



National Transportation Safety Board Aviation Accident Final Report

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| Location: | AFTON, OK | Accident Number: | FTW82FPM17 |
| Date & Time: | 09/24/1982, 2350 CDT | Registration: | N8019Q |
| Aircraft: | CESSNA 421B | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

AT ABOUT 1930 CDT, THE AIRCRAFT DEPARTED YUKON, OK ON A DIRECT FLIGHT TO ALTON, IL. IT LANDED AT ALTON AT ABOUT 2200 CDT, AND ABOUT 10 MINUTES LATER, IT DEPARTED ON A RETURN FLIGHT TO YUKON. BEFORE DEPARTING ALTON, THE PILOT STATED THAT HE WOULD REFUEL AT SPRINGFIELD, MO WHILE ON THE RETURN TRIP. HOWEVER, THERE WAS NO INDICATION THAT THE PLANE WAS REFUELED AT SPRINGFIELD. SUBSEQUENTLY, THE AIRCRAFT CRASHED NEAR AFTON, OK AT ABOUT 2350 CDT. A WITNESS STATED THAT HE HAD SEEN THE AIRCRAFT CIRCLING BACK AND FORTH ACROSS THE HIGHWAY AT LOW ALTITUDE, THEN IT WENT INTO A LEFT BANK AND NOSE DIVED INTO THE GROUND. AN INVESTIGATION REVEALED THE AIRCRAFT IMPACTED IN A NEAR LEVEL ATTITUDE, BUT IN A STEEP ANGLE OF DESCENT. THE FUEL TANKS WERE FOUND TO BE EMPTY. THERE WAS NO EVIDENCE OF FUEL SPILLAGE ON THE GROUND, EXCEPT NEAR THE RIGHT TIP TANK. THE LEFT AND RIGHT FUEL SELECTORS WERE FOUND POSITIONED TO THE RIGHT MAIN 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: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) FLUID,FUEL - STARVATION
 4. (C) PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

5. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 6. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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| Certificate: | Airline Transport | Age: | 47, Male |
| Airplane Rating(s): | Multi-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 07/13/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 3750 hours (Total, all aircraft), 150 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8019Q |
| Model/Series: | 421B 421B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 0019 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 8 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 6800 lbs |
| Time Since Last Inspection: | 0 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 2200 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | IO-520 |
| Registered Owner: | FORD MOTOR CREDIT COMPANY | Rated Power: | 340 hp |
| Operator: | FORD MOTOR CREDIT COMPANY | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 20° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 60° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | ALTON, IL | Type of Flight Plan Filed: | None |
| Destination: | YUKON, OK | Type of Clearance: | None |
| Departure Time: | 0000 | Type of Airspace: | |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |
| Total Injuries: | 1 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|------------|
| Investigator In Charge (IIC): | Report Date: | 09/24/1983 |
| Additional Participating Persons: | | |
| 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](#).