



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BIRCHWOOD, WI	<b>Accident Number:</b>	CHI84FA303
<b>Date &amp; Time:</b>	07/20/1984, 1020 CDT	<b>Registration:</b>	N14TC
<b>Aircraft:</b>	CESSNA 421	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING FLT, THE PLT TRANSMITTED TO ARTCC 'WE'VE GOT A PROBLEM, WE'RE LOSING ALTITUDE.' THE CONTROLLER PROVIDED A VECTOR TO THE NEAREST ARPT, BUT SHORTLY AFTER THAT, THE PLT STATED THAT HE WOULD NOT BE ABLE TO REACH THE ARPT. THE PLT DID NOT INFORM ARTCC OF HIS SPECIFIC PROBLEM, EXCEPT TO SAY THAT THE ACFT WAS DESCENDING RAPIDLY. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA ABOUT 1/2 MI FROM AN OPEN AREA. DURING THE INVESTIGATION, ABOUT 1 QUART OF FUEL WAS FOUND REMAINING IN THE LEFT INBOARD (AUX) FUEL TANK. ALL OF THE OTHER TANKS WERE RUPTURED FROM IMPACT. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND AT THE ACCIDENT SITE. THE LEFT PROP WAS FOUND IN THE FEATHERED POSITION & THE RIGHT PROP WAS FOUND PARTIALLY FEATHERED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. BOTH ENGS WERE STARTED & BOTH OPERATED SATISFACTORILY, AFTER FUEL WAS SUPPLIED BY TEMPORARY TANKS.

## 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) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. (C) FLUID,FUEL - EXHAUSTION
  3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) OBJECT - TREE(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/05/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1202 hours (Total, all aircraft), 31 hours (Total, this make and model), 1026 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N14TC
<b>Model/Series:</b>	421 421	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421-0105
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	06/21/1984, Annual	<b>Certified Max Gross Wt.:</b>	6840 lbs
<b>Time Since Last Inspection:</b>	18 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6194 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	GTSIO-520
<b>Registered Owner:</b>	JOHN CHURA AND JOSEPH HEINLEIN	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	JOHN CHURA AND JOSEPH HEINLEIN	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EAU, 907 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	1050 CDT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 14° C
Precipitation and Obscuration:			
Departure Point:	KANKAKEE, IL (IKK)	Type of Flight Plan Filed:	IFR
Destination:	WINNIPEG, CD (YMG)	Type of Clearance:	IFR
Departure Time:	0755 CDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	FRED RATHKE	Report Date:
Additional Participating Persons:	R. BENZON; DES PLAINES, IL D. BERNDT; MINNEAPOLIS, MN R. LAPIERRE; WHICITA, KS R. BOYLE; ARVADA, 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).