



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTICELLO, UT	<b>Accident Number:</b>	DEN83FA131
<b>Date &amp; Time:</b>	06/02/1983, 1723 MDT	<b>Registration:</b>	N271VT
<b>Aircraft:</b>	AERO COMMANDER 680FL	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT CRASHED WHILE DOING MAGNETOMETER SURVEYS AT LOW ALTITUDE. THE RIGHT ENGINE HAD LOST POWER THEN REGAINED IT FOR A SHORT PERIOD AND LOST IT AGAIN. A VIDEOTAPE IN THE ACFT RECORDED THE PLT SAYING, 'I CHANGED THAT # JUST IN TIME.' THE ACFT YAWED AND THE PROPELLER SLOWED AT THE SAME TIME. THE FUEL SELECTOR VALVES WERE FOUND ON THE CENTER TANKS. THE BOOST PUMP SWITCHES WERE FOUND IN THE OFF POSITION. WHEN CHANGING FROM OUTBOARD TO CENTER TANKS THE BOOST PUMPS MUST BE ON OR FUEL STARVATION WILL OCCUR. AS THE ACFT SLOWED THE TAPE REVEALED THAT THE CO-PLT CALLED OUT'DOWN TO 90'. 90 MPH ISVMC. THE ACFT STALLED, SHORTLY AFTER THE ASYMMETRICAL THRUST ROLLED THE ACFT TO THE RIGHT AND INTO THE GROUND.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
3. (C) INATTENTIVE - PILOT IN COMMAND
4. (C) FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
5. (C) DIVERTED ATTENTION - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE - NORMAL

### Findings

7. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. (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

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/11/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12200 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N271VT
<b>Model/Series:</b>	680FL 680FL	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	1435-74
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/06/1983, Annual	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IGSO-540-B1A
<b>Registered Owner:</b>	GEODATA INTERNATIONAL, INC.	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	GEODATA INTERNATIONAL, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CEZ, 5914 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1730 MDT	Direction from Accident Site:	119°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 4° C
Precipitation and Obscuration:			
Departure Point:	CORTEZ, CO (CEZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1405 MDT	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
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 <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](#).