



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKSON, WY	Accident Number:	DEN86FA163
Date & Time:	06/16/1986, 1500 MDT	Registration:	N114CM
Aircraft:	BEECH C90A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT DEPARTED OLATHE, KS, EN ROUTE TO JACKSON, WY. THE PLT RADIOED THE DENVER EFAS AND REPORTED HIS POSITION AS 56 MILES NORTHWEST OF CASPER, WY. THERE WAS NO FURTHER RADIO COMMUNICATION WITH N114CM. THE PLT'S WIFE STATED AFTER THE ACCIDENT THAT THE PLT HAD A HABIT OF TAKING A 'CAT NAP' WHEN HE FLEW.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) INATTENTIVE - PILOT IN COMMAND
4. (C) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/16/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6700 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N114CM
Model/Series:	C90A C90A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-709
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/24/1986, Continuous Airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	98 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3002 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-21
Registered Owner:	JOHN B. MCKEE, JR.	Rated Power:	550 hp
Operator:	CHARLES V. MCCLAREN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAC, 6444 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1455 MDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 2° C
Precipitation and Obscuration:			
Departure Point:	OLATHE, KS (IXD)	Type of Flight Plan Filed:	VFR
Destination:	(JAC)	Type of Clearance:	VFR
Departure Time:	1130 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	
Additional Participating Persons:	CARL WOMACK; HELENA, MT DEAN THOMPSON; WICHITA, KS		
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/ .		

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](#).