



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SILVER CITY, NM	<b>Accident Number:</b>	DEN86FA099
<b>Date &amp; Time:</b>	03/13/1986, 2007 MDT	<b>Registration:</b>	N9867F
<b>Aircraft:</b>	CESSNA 401	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

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## Analysis

THE 2 COM RATED PLTS WERE RETURNING FROM A PART 135 FLT AT NIGHT. THE FUEL TANKS WERE INADVERTENTLY NOT SWITCHED FROM MAINS TO AUX. FUEL STARVATION OCCURRED WHEN ACFT WAS AT LOW ALTITUDE. INSUFFICIENT ALTITUDE REMAINED TO RESTART THE ENGINES. ACFT IMPACTED GROUND. A POST ACCIDENT FIRE ERUPTED DESTROYING THE ACFT.

## 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: MANEUVERING

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) CHECKLIST - NOT FOLLOWED - COPILOT/SECOND PILOT
3. (C) PILOT IN COMMAND
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - COPILOT/SECOND PILOT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

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

### Findings

6. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, 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	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/11/1986
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	16400 hours (Total, all aircraft), 1800 hours (Total, this make and model), 171 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9867F
<b>Model/Series:</b>	401 401	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	401
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	02/18/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	45 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5990 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-E
<b>Registered Owner:</b>		<b>Rated Power:</b>	300 hp
<b>Operator:</b>	FLYING A FLIGHT SERVICE, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

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:	Scattered / 2500 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	SCOTTSDALE, AZ (SDL)	Type of Flight Plan Filed:	None
Destination:	SILVER CITY, NM (94E)	Type of Clearance:	None
Departure Time:	1910 MST	Type of Airspace:	Class G

## Airport Information

Airport:	WHISKEY CREEK (94E)	Runway Surface Type:	Asphalt
Airport Elevation:	6126 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3700 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	GREG NICKERSON; ALBUQUERQUE, NM JERRY SHOEMAKER; WICHITA, KS SCOTT BOYLE; DENVER, 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](#).