



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ADDISON, TX	<b>Accident Number:</b>	FTW85FA019
<b>Date &amp; Time:</b>	10/18/1984, 1452 CDT	<b>Registration:</b>	N121BT
<b>Aircraft:</b>	CESSNA 421C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

APRX 7 MIN AFTER TAKEOFF (AT 1441), THE PLT DECLARED AN EMERGENCY & SAID THE L ENG HAD LOST POWER. HE FEATHERED THE ENG, DIVERTED BACK TWD THE ARPT & DSCNDD TO VFR CONDS BELOW THE CLDS. AT 1448, THE PLT SAID HE HAD THE ARPT IN SIGHT & TURNED ONTO A LEFT DOWNWIND FOR RWY 15. RPRTDLY, HE EXTENDED THE LNDG GEAR & BGN A LEFT TURN TWD THE RWY. RPRDLY, THE ACFT WAS TOO CLOSE IN &/OR THE PLT CHOSE TO MAKE A RGT TURN AWAY FM THE ARPT TO LAND. WITNESSES LOST SIGHT OF THE ACFT DRG THE TURN DUE TO LOW CLDS OR OBSTNS. THE PLT LOST SIGHT OF THE ARPT FOR A SHORT TIME, THEN RELOCATED IT, BUT SAID HE HAD HIS 'HANDS FULL.' SHORTLY THEREAFTER, THE ACFT ENTERED A STEEP DSCNT, HIT THE EDGE (ROOF) OF A BLDG, CRASHED INTO A UTILITYPOLE & THE GROUND & BURNED. THERE WAS EVIDENCE THE ACFT WAS INVERTED JUST BEFORE IMPACT. AN EXAM OF THE L ENG REVEALED EVIDENCE THE #6 CONNECTING ROD HAD FAILED FM OIL EXHAUSTION. ONLY 1 CUP OF OIL WAS FND IN THE ENG & IT HAD A HISTORY OF HI OIL CONSUMPTION.

## 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) - MECH FAILURE/MALF  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (F) FLUID,OIL - STARVATION
4. PROPELLER FEATHERING - PERFORMED
5. INITIATED
6. PRECAUTIONARY LANDING - INITIATED

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

### Findings

7. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. (C) GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
9. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

11. OBJECT - BUILDING(NONRESIDENTIAL)
12. OBJECT - UTILITY POLE

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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>	02/10/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1620 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N121BT
<b>Model/Series:</b>	421C 421C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	421C0806
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	GTSIO-520-L
<b>Registered Owner:</b>	CONTINENTAL MARGAGE INC.	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	CONTINENTAL MARGAGE 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:	ADS, 643 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1453 CDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 2500 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	NAPLES, FL (APF)	Type of Clearance:	IFR
Departure Time:	1434 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	DALLAS ADDISON (ADS)	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	
Runway Length/Width:	7199 ft / 100 ft	VFR Approach/Landing:	Precautionary Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	F ROTH	Report Date:	
Additional Participating Persons:	H B BRIDGEWATER M R KING W S ROSS D KEEGAN		
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:pubinq@ntsb.gov">pubinq@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](#).