



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT LUPTON, CO	Accident Number:	DEN84MA247
Date & Time:	08/01/1984, 1635 MDT	Registration:	N6231G
Aircraft:	CESSNA 421C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

DURING A PREFLT WX BRIEFING, THE PLT WAS ADVISED OF THUNDERSTORMS & INTENSE RAIN SHOWERS ON THE ROUTE OF FLT. HOWEVER, HE FILED AN IFR FLT PLAN & TOOK OFF. DURING FLT, THE ATC CONTROLLER ADVISED THE PLT OF A LEVEL 6 CELL AHEAD & NOTED THAT HE HAD NO REPORT ON ITS TOP. THE PLT REPORTED THAT HE WAS 'NOT SHOWING ANYTHING' ON HIS RADAR. ATTEMPTS WERE MADE TO DEVIATE. APRX 20 MIN LATER, THE PLT REPORTED THE ACFT WAS ENCOUNTERING ICING CONDITIONS & WAS LOSING ALT. AFTER ANOTHER 1 MIN & 38 SEC, HE REPORTED 'WE'RE GOING IN.' SUBSEQUENTLY, AN IN-FLT BREAKUP OCCURRED. THE WRECKAGE WAS FOUND SCATTERED OVER A 1/2 MI AREA. AN EXAM REVEALED THAT THE OUTBOARD WING PANELS HAD FAILED IN FLT. WITNESSES REPORTED SEEING EITHER SMOKE OR FIRE IN FLT BEFORE THE ACFT CRASHED. EVIDENCE OF AN ELECTRICAL DISCHARGE WAS FOUND ON THE OUTBOARD PORTION OF THE RIGHT WING. HOWEVER, THE PLT HAD NOT MENTIONED ANY ENCOUNTER WITH LIGHTNING ON THIS FLT. NO EVIDENCE OF METAL FATIGUE WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - THUNDERSTORM
4. (F) WEATHER CONDITION - RAIN
5. (F) WEATHER CONDITION - ICING CONDITIONS
6. (C) WING - ICE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

7. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. WING - OVERLOAD
11. FUEL SYSTEM,TANK - OVERLOAD

Occurrence #4: FIRE/EXPLOSION

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	09/08/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6231G
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421C0262
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	12/13/1983, Annual	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:	2099 Hours	Engines:	2 Reciprocating
Airframe Total Time:	23799 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GTSIO-520-L
Registered Owner:	BRISTER, INC.	Rated Power:	375 hp
Operator:	BRISTER, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEN, 5333 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1553 MDT	Direction from Accident Site:	177°
Lowest Cloud Condition:	Unknown / 4000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 16° C
Precipitation and Obscuration:			
Departure Point:	AMARILLO, TX (AMA)	Type of Flight Plan Filed:	IFR
Destination:	CASPER, WY (CPR)	Type of Clearance:	IFR
Departure Time:	1528 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	In-Flight and On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	In-Flight
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
Additional Participating Persons:	BLAIN ROBBINS; BROOMFIELD, CO WILLIAM ROSS; WICHITA, KS SCOTT 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).