



National Transportation Safety Board Aviation Accident Final Report

Location:	BOULDER, CO	Accident Number:	DEN90FA085
Date & Time:	04/01/1990, 1540 MDT	Registration:	N2655V
Aircraft:	CESSNA 421-C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRPLANE WAS OBSERVED FLYING ERRATICALLY AT A LOW ALTITUDE, THEN ENTER A LEFT WING, NOSE LOW ATTITUDE, IMPACTING THE GROUND IN A RESIDENTIAL AREA. AUTOPSIES ON BOTH OCCUPANTS INCLUDED FINDINGS OF MASSIVE TRAUMATIC INJURIES SUSTAINED DURING A STRUGGLE. THE PASSENGER REPORTEDLY PLANNED TO TAKE HIS LIFE BY JUMPING OUT OF AN AIRPLANE OVER THE MOUNTAINS OF COLORADO BECAUSE HE BELIEVED HE HAD AN INOPERABLE BRAIN TUMOR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF AIRPLANE CONTROL AS A RESULT CONTROL INTERFERENCE BY THE PASSENGER FOLLOWING A STRUGGLE BETWEEN THE PILOT AND THE PASSENGER.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) CONTROL INTERFERENCE - INTENTIONAL - PASSENGER
2. (F) PSYCHOLOGICAL CONDITION - PASSENGER

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
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:	08/02/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10102 hours (Total, all aircraft), 528 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2655V
Model/Series:	421-C 421-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	532C0702
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	03/04/1990, Continuous Airworthiness	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4117 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520L
Registered Owner:	SKYWAYS ASSOCIATES PARTNERSHIP	Rated Power:	375 hp
Operator:	ROCKY MOUNTAIN INTENSIVE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	AIR CARE, INC.	Operator Designator Code:	CLFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BJC, 5658 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1745 MDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GRANBY, CO (GNB)	Type of Flight Plan Filed:	VFR
Destination:	DENVER, CO (DEN)	Type of Clearance:	VFR
Departure Time:	1515 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	12/14/1992
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 pubinquiry@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](#).