



National Transportation Safety Board Aviation Accident Final Report

Location:	EAGLE, CO	Accident Number:	FTW87NA086
Date & Time:	03/27/1987, 2045 MST	Registration:	N31SK
Aircraft:	Learjet 24A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

AFTER REFUELING IN DENVER, THE MEDICAL EVACUATION FLIGHT WAS DIVERTED FROM ASPEN TO EAGLE TO ENPLANE THE PATIENT. IFR FLIGHT TO EAGLE WAS UNEVENTFUL AND RADAR SERVICE WAS TERMINATED AFTER THE CONTROLLER CLEARED THE FLIGHT FOR THE LDA-A APPROACH TO THE EAGLE AIRPORT WHICH SHOWS A 239 DEGREE INBOUND COURSE. THE LAST RADIO CONTACT OCCURRED WHEN THE CREW REPLIED 'WE'RE 8 TO 10 OUT AND ITS CLEAR AHEAD' TO EAGLE RADIO IN ANSWER TO A REQUEST FOR A BASE REPORT. THE FLIGHT COLLIDED WITH AN 8,022 FOOT MSL MOUNTAINTOP BEARING 298 DEGREES, 3.88 MILES FROM THE AIRPORT WHILE IN THE APPROACH CONFIGURATION. THE SAFETY BOARD BELIEVES THE FLIGHT WAS CIRCLING TO LAND ON RUNWAY 07, AND THE DARK NIGHT PREVENTED REQUIRED VISUAL LOOKOUT TO AVOID TERRAIN OBSTRUCTIONS. THE JEPPESEN APPROACH CHARTS USED BY THE FLIGHTCREW DID NOT ACCURATELY DEPICT TERRAIN OBSTRUCTIONS WITHIN THE 5-MILE RADIUS OF THE AIRPORT AS STIPULATED IN THEIR LEGEND. THE SAFETY BOARD BELIEVES THIS COULD HAVE MISLEAD THE FLIGHTCREW.

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: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
6. (F) APPROACH CHARTS - INACCURATE
7. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. (F) MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	09/02/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	19275 hours (Total, all aircraft), 2000 hours (Total, this make and model), 15070 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Learjet	Registration:	N31SK
Model/Series:	24A 24A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	24-118
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/05/1987, Continuous Airworthiness	Certified Max Gross Wt.:	13000 lbs
Time Since Last Inspection:	96 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	8432 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ-610-6
Registered Owner:	KALITTA SERVICES, INC.	Rated Power:	2950 lbs
Operator:	KALITTA SERVICES, INC.	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EGE, 6538 ft msl	Observation Time:	2050 MST
Distance from Accident Site:	4 Nautical Miles	Direction from Accident Site:	118°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Temperature/Dew Point:	-3° C / -11° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	6 knots, 160°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	EAGLE, CO (EGE)	Type of Clearance:	IFR
Departure Time:	2019 MST	Type of Airspace:	Class E

Airport Information

Airport:	EAGLE COUNTY (EGE)	Runway Surface Type:	Asphalt
Airport Elevation:	6538 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARMOND EDWARDS	Adopted Date:	06/16/1989
Additional Participating Persons:	ROGER M BAKER, JR.; WASHINGTON, DC ROGER RIGGINS; 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 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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