



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ASPEN, CO	<b>Accident Number:</b>	DEN89FA056
<b>Date &amp; Time:</b>	01/05/1989, 0739 MST	<b>Registration:</b>	N945FE
<b>Aircraft:</b>	CESSNA 208B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

PLT SAID HE ENCOUNTERED SEVERE TO EXTREME TURBULENCE UPON REACHING MISSED APCH POINT AND FELT ACFT MIGHT STALL IF HE BEGAN IMMEDIATE RIGHT TURN AS CALLED FOR IN MISSED APCH PROCEDURE. PLT SAID HE MADE LEFT TURN AT 15 DME (MISSED APCH POINT IS AT 11.5 DME) BECAUSE THERE WAS HIGHER TERRAIN TO RIGHT. ACFT COLLIDED WITH TREES ON MOUNTAIN 3 MI EAST OF ARPT. WX ANALYSIS INDICATED POTENTIAL FOR LIGHT TO MODERATE TURBULENCE BUT NOT SEVERE TO EXTREME TURBULENCE. PLTS LANDING AND DEPARTING ARPT PRIOR TO AND AFTER ACCIDENT REPORTED LIGHT TO MODERATE CHOP. RADAR SHOWED ACFT SPEED AT 183.1 KTS BETWEEN IAF AND FAF. BETWEEN FAF AND MISSED APCH POINT, ACFT SPEED WAS 95.7 KTS. PLT SAID HE REFERRED TO CURRENT COMMERCIAL INSTRUMENT APCH CHART WHILE EXECUTING APCH. ONLY OBSOLETE GOVERNMENT INSTRUMENT APCH BOOK WAS FOUND IN ACFT. RADIOS WERE NOT TUNED TO MISSED APCH NAVAIDS. PLT-RATED PAX SAID PLT PANICKED AFTER ENCOUNTERING TURBULENCE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S IMPROPER IFR PROCEDURE. CONTRIBUTING FACTORS INCLUDED MODERATE TURBULENCE, LOW CEILINGS, OBSCURATION AND SNOW.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MISSED APPROACH (IFR)

### Findings

1. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
  2. (F) WEATHER CONDITION - LOW CEILING
  3. (F) WEATHER CONDITION - OBSCURATION
  4. (F) WEATHER CONDITION - SNOW
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MISSED APPROACH (IFR)

### Findings

5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	04/16/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5347 hours (Total, all aircraft), 322 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N945FE
<b>Model/Series:</b>	208B 208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B0046
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/10/1988, AAIP	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	41 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	1041 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	FEDERAL EXPRESS	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	P. M. AIR, INC.	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	EKDA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	ASE, 7815 ft msl	Observation Time:	0745 MST
Distance from Accident Site:	3 Nautical Miles	Direction from Accident Site:	77°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-1 °C / -6 °C
Lowest Ceiling:	Obscured / 900 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	Calm	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:	(ASE)	Type of Clearance:	IFR
Departure Time:	0635 MST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	ASPEN-PITKIN COUNTY (ASE)	Runway Surface Type:	Asphalt
Airport Elevation:	7815 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	15	IFR Approach:	VOR/DME
Runway Length/Width:	7003 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	06/18/1990
Additional Participating Persons:	JOHN TOMPKINS; AURORA, CO ANDREW L HALL; WICHITA, KS HELMUTH EGGELING; PHOENIX, AZ		
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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