



National Transportation Safety Board Aviation Accident Final Report

Location:	ASPEN, CO	Accident Number:	DEN91FA043
Date & Time:	02/13/1991, 1741 MST	Registration:	N535PC
Aircraft:	LEARJET 35A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The flight crew reported to the tower controller that they were over the airport and requested a right downwind circling approach to runway 15. The tower controller and other witnesses observed the airplane in a steep right bank on base leg. The airplane overshot the extended runway centerline. The tower controller observed the airplane entering a steeper right bank to correct back to the runway centerline. The controller stated that he observed the airplane "flutter" and then crash right-wing first, about one mile north of the runway threshold. Other witnesses reported a variety of indications consistent with a loss of control. The last recorded transmission was "Oh no you're (stall...)." The () indicates that the word was questionable text. Both engines were producing about 1,700 pounds of thrust (2,561 pounds available). A snow squall had just passed over the airport and was obscuring mountains to the east. The terrain was snow covered. The accident occurred about eight minutes before official sunset. The approach procedure is not authorized at night or for category D airplanes. Minimums for the approach were three miles visibility with an MDA of 10,840 feet. Airport elevation is 7,815 feet. Both pilots were rated in the airplane. It could not be determined which pilot was at the controls at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight crew's failure to maintain airspeed and control of the airplane while maneuvering to land. Contributing factors were the flight crew's execution of an unstabilized approach and the surrounding snow-covered mountainous terrain.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) FLIGHTCREW
2. (C) AIRSPEED - NOT MAINTAINED - FLIGHTCREW
3. STALL - INADVERTENT - FLIGHTCREW

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CIRCLING (IFR)

Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	12/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10530 hours (Total, all aircraft), 3700 hours (Total, this make and model), 8330 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LEARJET	Registration:	N535PC
Model/Series:	35A 35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	35A-291
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	12/31/1990, Continuous Airworthiness	Certified Max Gross Wt.:	18300 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	TFE 731-2-2B
Registered Owner:	RICHMOR AVIATION	Rated Power:	3500 lbs
Operator:	RICHMOR AVIATION	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ASE, 7815 ft msl	Observation Time:	1744 MST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	163°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Temperature/Dew Point:	1° C / -4° C
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility	7 Miles
Wind Speed/Gusts, Direction:	5 knots, 350°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NV (LAS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1526 PST	Type of Airspace:	Class D

Airport Information

Airport:	SARDY FIELD (ASE)	Runway Surface Type:	Asphalt
Airport Elevation:	7815 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	Circling; VOR/DME
Runway Length/Width:	7003 ft / 100 ft	VFR Approach/Landing:	None

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:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	12/04/1992
Additional Participating Persons:	JOE WILLIAMS; DENVER, CO LYLE STREETER; WASHINGTON, DC		
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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