



National Transportation Safety Board Aviation Accident Final Report

Location:	EAGLE, CO	Accident Number:	DEN84LA046
Date & Time:	12/22/1983, 1540 MST	Registration:	N300PL
Aircraft:	Gates Learjet 25D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 4 Minor, 1 None

Flight Conducted Under: Part 91F: Special Flt Ops.

Analysis

WHILE EN ROUTE, THE ARICREW ENCOUNTERED STRONGER HEADWINDS THAN EXPECTED. THEY REALIZED THERE WOULD NOT BE ENOUGH FUEL RESERVED FOR AN IFR FLT TO ASPEN, SO THE ELECTED TO DIVERT TO EAGLE, CO. HOWEVER, THEIR LANDING AT ENGLE WAS DELAYED DUE TO A SNOWPLOW (WITH NO RADIO) ON THE RWY. AFTER CIRCLING & REENTERING FINAL APCH, THE AIRCREW NOTED THAT THE SNOWPLOW WAS STILL ON THE RWY, HEADED IN THEIR DIRECTION. THEY CONTINUED THEIR APCH & THE SNOWPLOW CLEARED THE RWY. ACCORDING TO THE SNOWPLOW OPERATOR, THE ACFT WAS 100 TO 200 FT AGL WHEN IT CROSSED THE THRESHOLD. A FSS SPECIALIST NOTED THAT THE ACFT WAS STILL AIRBORNE WHEN IT PASSED THE 2ND TURNOFF, APRX 2300 FT FROM THE THRESHOLD. AFTER TOUCHING DOWN ON THE SNOW COVERED RWY, THE PLT DEPLOYED THE SPOILERS & IMMEDIATELY APPLIED BRAKING ACTION, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN A 15 FT BANK & RAN INTO A SMALL RAVINE. THE RWY GRADIENT WAS 1.4% DOWNHILL, ELEV 6538 FT. DRAG CHUTE NOT DEPLOYED, 600 LBS FUEL RMNG.

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. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - HIGH WIND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

3. (C) DELAYED - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRPORT SNOW REMOVAL - PERFORMED
6. PRECAUTIONARY LANDING - CONTINUED - PILOT IN COMMAND
7. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. (F) FLUID,FUEL - LOW LEVEL
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
10. (F) MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
11. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

12. (F) TERRAIN CONDITION - DOWNHILL
13. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8376 hours (Total, all aircraft), 735 hours (Total, this make and model), 6574 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gates Learjet	Registration:	N300PL
Model/Series:	25D 25D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	247
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	09/21/1983, AAIP	Certified Max Gross Wt.:	15500 lbs
Time Since Last Inspection:	45 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	2887 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ-610-8A
Registered Owner:	CONTINENTAL ILLINOIS LEASING	Rated Power:	2950 lbs
Operator:	AMF CORPORATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EGE, 1 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1555 MST	Direction from Accident Site:	2°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-9° C / -12° C
Precipitation and Obscuration:			
Departure Point:	ST. LOUIS, MO (STL)	Type of Flight Plan Filed:	IFR
Destination:	ASPEN, CO (ASE)	Type of Clearance:	IFR
Departure Time:	1358 CST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	EAGLE COUNTY (EGE)	Runway Surface Type:	Asphalt
Airport Elevation:	6538 ft	Runway Surface Condition:	Snow--dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5013 ft / 60 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
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 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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