



National Transportation Safety Board Aviation Accident Final Report

Location:	PRICE, UT	Accident Number:	DEN86MA129
Date & Time:	05/07/1986, 1106 MDT	Registration:	N200PR
Aircraft:	GULFSTREAM 690D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AT 1042 MDT, THE FLT RPRTD MOD TURBC AT FL 240, BUT ELECTED TO REMAIN AT THAT ALT. AT 1055, THEY WERE CLRD TO DSCND AT PLT'S DESCRETION TO MAINT 12,000'. APRX 8 MIN LATER, SHORTLY AFTER BGNG A DSCNT, THE FLT WAS INSTRUCTED TO CHG FREQ; BUT 21 SECS LATER, THEY REPLIED 'STANDBY PLEASE,' THEN RADIO & RADAR CONTACT WERE LOST. WRECKAGE WAS FND APRX 26 MI EAST OF THE DESTN ARPT IN MTNS. AN EXAM REVEALED THE EMPENNAGE HAD SEPD IN FLT; PIECES OF IT WERE FND UP TO 1 MI AWAY WITH INDCNOF OVERLOAD FAILURE. THERE WAS EVIDENCE THAT: ENGS WERE NOT OPERATING AT GND IMPACT, IGNITION SWS WERE ENGAGED; L ENG START SW WAS IN THE 'AIR' START PSN & R SW WAS BEYOND THE 'GROUND' START PSN; R PROP WAS FEATHERED; PAX OXYGEN MASKS WERE DEPLOYED, INDICATING CABIN HAD DEPRESSURIZED ABV 15,000'. WX INFO INDCD CLD BASES AT 10,000' WITH IMC & TURBC TO 25,000', MIXED ICG FM 20,000' TO 25,000', LGT RAIN/SNW SHWRS, WIDELY SCAT TSTMS; APRX 15 MI SOUTH, 4' TO 5' OF HAIL FELL AT APRX THAT TIME. TPE 331 ENGS HAD HISTORY OF FLAMEOUTS DUE TO ICE INJECTION CAUSED BY IMP USE OF ANTI-ICE/IGNITION.

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: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 4. (F) WEATHER CONDITION - ICING CONDITIONS
-

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: DESCENT - NORMAL

Findings

5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 7. (C) ANTI-ICE/DEICE SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
 8. (F) AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
 9. FUSELAGE, CABIN - DECOMPRESSION
-

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

10. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 11. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 12. REMEDIAL ACTION - ATTEMPTED
-

Occurrence #4: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

13. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED
 14. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
 15. VERTICAL STABILIZER ATTACHMENT - OVERLOAD
 16. STABILIZER - SEPARATION
-

Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

17. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/21/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6578 hours (Total, all aircraft), 421 hours (Total, this make and model), 5791 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM	Registration:	N200PR
Model/Series:	690D 690D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15029
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	04/22/1986, Continuous Airworthiness	Certified Max Gross Wt.:	10775 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1560 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-5
Registered Owner:	FIRST SECURITY BANK OF UTAH	Rated Power:	748 hp
Operator:	KAISER STEEL CORP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GJT, 4858 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	1052 MDT	Direction from Accident Site:	95°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C / 0° C
Precipitation and Obscuration:			
Departure Point:	COLORADO SPRING, CO (COS)	Type of Flight Plan Filed:	IFR
Destination:	PRICE, UT (PUC)	Type of Clearance:	IFR
Departure Time:	0953 MDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:
Additional Participating Persons:	RICK TRUDELL; SALT LAKE CITY, UT BOB CATES; BETHANY, OK JAMES AARON; WASHINGTON, DC GARY GEIS; FONTANA, CA	
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/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).