



National Transportation Safety Board Aviation Accident Final Report

Location:	JUNEAU, AK	Accident Number:	SEA86MA018
Date & Time:	10/22/1985, 2043 AKD	Registration:	N456JA
Aircraft:	GATES LEARJET 24D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

DRG ARRIVAL TO PICK UP A MED-EVAC PATIENT, THE FLT WAS CLRD FOR AN LDA-1 RWY 8 APCH VIA THE ASORT TRANSITION. THUS, THE PLT SHOULD HAVE CONTD SE ON J-541 TWD THE SSR VORTAC & INTERCEPTED THE LOCALIZER (LOC) AT ASORT; THEN TRACK INBND ON THELOC (062 DEG), USING I-JDL FREQ 109.9 MHZ (FREQ FOR LOC & CO-LOCATED DME). AFTER ASORT, MIN ALT WAS 6500' TO DIBOL INTX, 5100' TO LYNNS INTXN & 3400' TO THE FAF AT BARLO INTXN. DME FM I-JDL TO THE INTXNS WAS: 18.2, 13.5 & 8 MI. DME FM SSR (SOUTH OF LOC TRACK) TO THE INTXNS WAS 11.2, 12.7 & APRX 16 MI. FLT RPRTD ASORT INBND WHILE DSCNDG THRU APRX 9500'. LASTRDO CALL WAS 30 SEC LATER WHILE DSCNDG THRU 8200', 14 MI WEST OF DIBOL. APRX 4 MI WEST OF DIBOL, ACFT IMPACTED MTN SIDE AT 3500' MSL. NO PREIMPACT MECH MALFUNCTION WAS FND. THERE WAS EVIDENCE THAT BOTH NAV'S WERE TUNED TO 109.9 MHZ, BUT DME CTL HEAD WAS INADVERTENTLY LEFT IN 'HOLD' PSN (LOCKING DME TO SSR RATHER THAN I-JDL) & CREW BEGAN A PREMATURE DSCNT. JUNEAU WX WAS IN PART: 600' SCATTERED, 3000' OVERCAST, 7 MI VISIBILITY. PIC WAS CURRENTLY FLYING BOTH LEARJET & DHC-7.

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 - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) COMM/NAV EQUIPMENT, DISTANCE MEASURING EQPT (DME) - NOT SWITCHED
2. (C) FLIGHT/NAVIGATION INSTRUMENT(S) - IMPROPER USE OF
3. (F) HABIT INTERFERENCE - PILOT IN COMMAND
4. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. (C) DESCENT - PREMATURE
6. (C) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COPILOT/SECOND PILOT
7. (F) LIGHT CONDITION - DARK NIGHT
8. (F) WEATHER CONDITION - CLOUDS
9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/19/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5578 hours (Total, all aircraft), 547 hours (Total, this make and model), 3680 hours (Pilot In Command, all aircraft), 231 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GATES LEARJET	Registration:	N456JA
Model/Series:	24D 24D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	265
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/19/1985, AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	82 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	6303 Hours	Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	CJ-610-6
Registered Owner:	ERA HELICOPTERS, INC	Rated Power:	2950 lbs
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	ERA JET ALASKA	Operator Designator Code:	ERAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JNU, 18 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	2059 ADT	Direction from Accident Site:	62°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 0 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:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	IFR
Destination:	JUNEAU, AK (JNU)	Type of Clearance:	IFR
Departure Time:	1937 ADT	Type of Airspace:	Class G

Airport Information

Airport:	JUNEAU INTL (JNU)	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft	Runway Surface Condition:	
Runway Used:	8	IFR Approach:	LDA
Runway Length/Width:	8456 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	S. A MCCREARY	Report Date:	
Additional Participating Persons:	D. PERRY; JUNEAU, AK W. BASSETT; ANCHORAGE, AK F. SCHICK; WICHITA, KS		
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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