



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EAGLE, CO	<b>Accident Number:</b>	FTW87NA086
<b>Date &amp; Time:</b>	03/27/1987, 2045 MST	<b>Registration:</b>	N31SK
<b>Aircraft:</b>	Learjet 24A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

AFTER REFUELING IN DENVER, THE MEDICAL EVACUATION FLIGHT WAS DIVERTED FROM ASPEN TO EAGLE TO ENPLANE THE PATIENT. IFR FLIGHT TO EAGLE WAS UNEVENTFUL AND RADAR SERVICE WAS TERMINATED AFTER THE CONTROLLER CLEARED THE FLIGHT FOR THE LDA-A APPROACH TO THE EAGLE AIRPORT WHICH SHOWS A 239 DEGREE INBOUND COURSE. THE LAST RADIO CONTACT OCCURRED WHEN THE CREW REPLIED 'WE'RE 8 TO 10 OUT AND ITS CLEAR AHEAD' TO EAGLE RADIO IN ANSWER TO A REQUEST FOR A BASE REPORT. THE FLIGHT COLLIDED WITH AN 8,022 FOOT MSL MOUNTAINTOP BEARING 298 DEGREES, 3.88 MILES FROM THE AIRPORT WHILE IN THE APPROACH CONFIGURATION. THE SAFETY BOARD BELIEVES THE FLIGHT WAS CIRCLING TO LAND ON RUNWAY 07, AND THE DARK NIGHT PREVENTED REQUIRED VISUAL LOOKOUT TO AVOID TERRAIN OBSTRUCTIONS. THE JEPPESEN APPROACH CHARTS USED BY THE FLIGHTCREW DID NOT ACCURATELY DEPICT TERRAIN OBSTRUCTIONS WITHIN THE 5-MILE RADIUS OF THE AIRPORT AS STIPULATED IN THEIR LEGEND. THE SAFETY BOARD BELIEVES THIS COULD HAVE MISLEAD THE FLIGHTCREW.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
6. (F) APPROACH CHARTS - INACCURATE
7. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. (F) MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/02/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19275 hours (Total, all aircraft), 2000 hours (Total, this make and model), 15070 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Learjet	<b>Registration:</b>	N31SK
<b>Model/Series:</b>	24A 24A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	24-118
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	02/05/1987, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	13000 lbs
<b>Time Since Last Inspection:</b>	96 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	8432 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CJ-610-6
<b>Registered Owner:</b>	KALITTA SERVICES, INC.	<b>Rated Power:</b>	2950 lbs
<b>Operator:</b>	KALITTA SERVICES, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EGE, 6538 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	2050 MST	Direction from Accident Site:	118°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3° C / -11° C
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	EAGLE, CO (EGE)	Type of Clearance:	IFR
Departure Time:	2019 MST	Type of Airspace:	Class E

## Airport Information

Airport:	EAGLE COUNTY (EGE)	Runway Surface Type:	Asphalt
Airport Elevation:	6538 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARMOND EDWARDS	Report Date:	06/16/1989
Additional Participating Persons:	ROGER M BAKER, JR.; WASHINGTON, DC ROGER RIGGINS; DENVER, CO		
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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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](#).