



National Transportation Safety Board Aviation Accident Final Report

Location:	TELLURIDE, CO	Accident Number:	DEN88FA044
Date & Time:	12/29/1987, 1707 MST	Registration:	N4468M
Aircraft:	SWEARINGEN SA-26AT	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 4 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A VISUAL APCH, THE PLT SAID HE ENCOUNTERED 2000 FPM DOWNDRAFTS. THE PLT STATED HE ADDED POWER AND EXECUTED A NORMAL APCH AT 120 KTS, COMPENSATING FOR DOWNDRAFTS/CROSSWINDS. AFTER TOUCHDOWN, THE PLT SAID HE DID NOT GET A BETA LIGHT ON THE RIGHT ENG. HE STATED HE BROUGHT THE PWR LEVERS 'BEHIND THE GATE INTO REVERSE.' THE ACFT DRIFTED LEFT. THE PLT SAID HE CORRECTED WITH BRAKES AND NOSEWHEEL STEERING. HE APPLIED TAKEOFF POWER AND THE ACFT VEERED RIGHT, AND RAN OFF THE RIGHT SIDE OF THE RWY. THE ACFT COLLIDED WITH A DIRT BANK AND THEN TREES. THREE TIRE SKID MARKS WERE OBSERVED ON THE RIGHT SIDE OF THE RWY. A PLT-WITNESS SAID WINDS WERE GUSTING 22-25 KTS, VARIABLE FROM 130-220 DEGREES. HE SAID THE ACFT LANDED FAST AND LONG. EXAM OF THE ENGINES AND PROPS REVEALED NO EVIDENCE OF MALFUNCTION. THE ENGINE MANUFACTURER RECOMMENDS PROP REVERSE NOT BE USED ON ICY RWY OR WHEN BETA LIGHT ON ONE ENGINE DOES NOT ILLUMINATE. THE ACFT MANUFACTURER ADVISES THAT NOSEWHEEL STEERING SHOULD NOT BE USED AT SPEEDS BELOW 40 KNOTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. (C) REVERSERS - IMPROPER USE OF - PILOT IN COMMAND
6. (C) NOSEWHEEL STEERING - IMPROPER USE OF - PILOT IN COMMAND
7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. (F) ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

9. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
10. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/22/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3344 hours (Total, all aircraft), 200 hours (Total, this make and model), 34 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N4468M
Model/Series:	SA-26AT SA-26AT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T26-119
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE331-1-151G
Registered Owner:	CHEMICAL FINANCIAL CORP.	Rated Power:	665 hp
Operator:	CHEMICAL FINANCIAL CORP.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MTJ, 5759 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1750 MST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4° C / -8° C
Precipitation and Obscuration:			
Departure Point:	BREHAM, TX (11R)	Type of Flight Plan Filed:	IFR
Destination:	(TEX)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	TELLURIDE REGIONAL (TEX)	Runway Surface Type:	Asphalt
Airport Elevation:	9086 ft	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7300 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 4 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	05/24/1989
Additional Participating Persons:	GRAND PEARSOLL; SALT LAKE CITY, UT JACK MORGAN; SAN ANGELO, TX PETER BAKER; PHOENIX, AZ ROGER STALLKAMP; PHOENIX, OH		
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/ .		

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