



National Transportation Safety Board Aviation Accident Final Report

Location:	ASPEN, CO	Accident Number:	DEN89FA056
Date & Time:	01/05/1989, 0739 MST	Registration:	N945FE
Aircraft:	CESSNA 208B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

PLT SAID HE ENCOUNTERED SEVERE TO EXTREME TURBULENCE UPON REACHING MISSED APCH POINT AND FELT ACFT MIGHT STALL IF HE BEGAN IMMEDIATE RIGHT TURN AS CALLED FOR IN MISSED APCH PROCEDURE. PLT SAID HE MADE LEFT TURN AT 15 DME (MISSED APCH POINT IS AT 11.5 DME) BECAUSE THERE WAS HIGHER TERRAIN TO RIGHT. ACFT COLLIDED WITH TREES ON MOUNTAIN 3 MI EAST OF ARPT. WX ANALYSIS INDICATED POTENTIAL FOR LIGHT TO MODERATE TURBULENCE BUT NOT SEVERE TO EXTREME TURBULENCE. PLTS LANDING AND DEPARTING ARPT PRIOR TO AND AFTER ACCIDENT REPORTED LIGHT TO MODERATE CHOP. RADAR SHOWED ACFT SPEED AT 183.1 KTS BETWEEN IAF AND FAF. BETWEEN FAF AND MISSED APCH POINT, ACFT SPEED WAS 95.7 KTS. PLT SAID HE REFERRED TO CURRENT COMMERCIAL INSTRUMENT APCH CHART WHILE EXECUTING APCH. ONLY OBSOLETE GOVERNMENT INSTRUMENT APCH BOOK WAS FOUND IN ACFT. RADIOS WERE NOT TUNED TO MISSED APCH NAVAIDS. PLT-RATED PAX SAID PLT PANICKED AFTER ENCOUNTERING TURBULENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S IMPROPER IFR PROCEDURE. CONTRIBUTING FACTORS INCLUDED MODERATE TURBULENCE, LOW CEILINGS, OBSCURATION AND SNOW.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - OBSCURATION
 4. (F) WEATHER CONDITION - SNOW
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MISSED APPROACH (IFR)

Findings

5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/16/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5347 hours (Total, all aircraft), 322 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N945FE
Model/Series:	208B 208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0046
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/10/1988, AAIP	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	1041 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	PT6A-114
Registered Owner:	FEDERAL EXPRESS	Rated Power:	600 hp
Operator:	P. M. AIR, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	EKDA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	ASE, 7815 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	0745 MST	Direction from Accident Site:	77°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Obscured / 900 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 / -6° C
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	(ASE)	Type of Clearance:	IFR
Departure Time:	0635 MST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	ASPEN-PITKIN COUNTY (ASE)	Runway Surface Type:	Asphalt
Airport Elevation:	7815 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	15	IFR Approach:	VOR/DME
Runway Length/Width:	7003 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	06/18/1990
Additional Participating Persons:	JOHN TOMPKINS; AURORA, CO ANDREW L HALL; WICHITA, KS HELMUTH EGGELING; PHOENIX, AZ		
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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