

**Brief of Accident**

**Adopted 11/09/2009**

CEN09FA135  
File No. 25905    01/15/2009    Wray, CO    Aircraft Reg No. N840NK    Time (Local): 07:00 MST

Make/Model:	Gulfstream Aerospace Corp / Commander	Fatal	Serious	Minor/None
Engine Make/Model:	Honeywell / TPE-331	Crew	2	0
Aircraft Damage:	Destroyed	Pass	1	0
Number of Engines:	2			
Operating Certificate(s):	None			
Type of Flight Operation:	Positioning			
Reg. Flight Conducted Under:	Part 91: General Aviation			

Last Depart. Point: Denver, CO  
Destination: Wray, CO  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Instrument Conditions  
Lowest Ceiling: 1600 Ft. AGL, Overcast  
Visibility: 6.00 SM  
Wind Dir/Speed: 140 / 007 Kts  
Temperature (°C): -12  
Precip/Obscuration:

Pilot-in-Command    Age: 53

Flight Time (Hours)

Certificate(s)/Rating(s)  
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land

Total All Aircraft: 10221  
Last 90 Days: 100  
Total Make/Model: Unk/Nr  
Total Instrument Time: 707

Instrument Ratings  
Airplane

\*\*\* Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. \*\*\*

The airplane was "cleared for the approach" and approximately eight minutes later was observed emerging from the clouds, flying from west to east. Witnesses reported that the nose of the airplane dropped and the airplane subsequently impacted terrain in a near vertical attitude. Impact forces and a post impact fire destroyed the airplane. Examination of the airplane's systems revealed no anomalies. Weather at the time of the accident was depicted as overcast with three to six miles visibility. An icing probability chart depicted the probability for icing during the airplane's descent as 76 percent. AIRMETS for moderate icing and instrument meteorological conditions had been issued for the airplane's route of flight. Another airplane in the vicinity reported light to moderate mixed icing. It could not be confirmed what information the pilot had obtained in a weather briefing, as a briefing was not obtained through a recorded source. A weight and balance calculation revealed that the accident airplane was 1,000 pounds over gross weight at the time of departure and 560 pounds over gross weight at the time of the accident. It was estimated that the center of gravity was at or just forward of design limitations.

Updated at Nov 21 2009 1:08PM

Brief of Accident (Continued)

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OCCURRENCES

Approach-IFR initial approach - Structural icing  
Approach-IFR initial approach - Loss of control in flight

FINDINGS

Personnel issues-Task performance-Planning/preparation-Weight/balance calculations-Flight crew - F  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Flight crew - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C  
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Effect on equipment - F

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain aircraft control during the approach resulting in an aerodynamic stall and subsequent impact with terrain. Contributing to the accident was the pilot's improper preflight planning and conditions conducive for structural icing.