



National Transportation Safety Board Aviation Accident Final Report

Location:	ELKO, NV	Accident Number:	DEN90FA042
Date & Time:	01/15/1990, 1028 PST	Registration:	N2721M
Aircraft:	FAIRCHILD SA227-AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Serious, 9 Minor, 3 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

DURING ARRIVAL, THE FLT CREW OF SKYWEST AIRLINES FLT 5855 REQUESTED A VOR/DME-B APCH TO THE ELKO ARPT, WHICH WAS APPROVED. AS THE APCH CONTINUED, THE FLT CREW RPRTD OVER THE BULLION VOR. APRX 30 SEC LATER, THE ACFT CRASHED. IMPACT OCCURRED AT THE TOP OF A MOUNTAIN, ABOUT 100' BEFORE REACHING THE VOR STATION. ELEVATION OF THE CRASH SITE WAS ABOUT 6460 FT; MIN PUBLISHED CROSSING ALT AT THE VOR WAS 7000 FT. THE ARPT WAS 4.1 MI FROM THE VOR AT AN ELEVATION OF 5135 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IFR PROCEDURE BY THE CAPTAIN, AND INADEQUATE MONITORING OF THE APPROACH BY THE FIRST OFFICER, WHICH RESULTED IN A FAILURE TO MAINTAIN PROPER ALTITUDE DURING THE APPROACH. FACTORS RELATED TO THE ACCIDENT WERE: THE TERRAIN AND WEATHER CONDITIONS AT THE ACCIDENT SITE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) MONITORING - INADEQUATE - COPILOT/SECOND PILOT
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (C) PROPER ALTITUDE - NOT MAINTAINED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	45, 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):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/18/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	14314 hours (Total, all aircraft), 5337 hours (Total, this make and model), 10837 hours (Pilot In Command, all aircraft), 214 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N2721M
Model/Series:	SA227-AC SA227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AC 716
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	01/13/1990, Continuous Airworthiness	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:	9 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2928 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TPE-331
Registered Owner:	EQUIPMENT ACCEPTANCE CORP.	Rated Power:	1100 hp
Operator:	SKYWEST AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	SWIA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EKO, 6462 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1050 MDT	Direction from Accident Site:	144°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1° C / -1° C
Precipitation and Obscuration:			
Departure Point:	SALT LAKE CITY, UT (SLC)	Type of Flight Plan Filed:	IFR
Destination:	ELKO, NV (EKO)	Type of Clearance:	IFR
Departure Time:	0937 MST	Type of Airspace:	Class E

Airport Information

Airport:	ELKO MUNI/JC HARRIS FIELD (EKO)	Runway Surface Type:	Asphalt
Airport Elevation:	5135 ft	Runway Surface Condition:	Snow--dry
Runway Used:	23	IFR Approach:	VOR/DME
Runway Length/Width:	7211 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 9 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 9 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	09/05/1991
Additional Participating Persons:	RICHARD ANGELO; RENO, NV JACK MORGAN; SAN ANTONIO, TX PETER BAKER; PHOENIX, AR G./G. GOODMAN/BROOKS; ST GEORGE,		
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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