



Aviation Investigation Preliminary Report

Location:	Page, AZ	Occurrence Number:	WPR23LA167
Date & Time:	April 23, 2023, 17:29 Local	Registration:	N135SH
Aircraft:	GATES LEARJET CORP. 35A	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

On April 23, 2023, about 1729 Pacific daylight time, a Learjet 35A, N135SH, experienced a dual engine flame-out incident near Page, Arizona. The captain, first officer, and two medical crewmembers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 positioning flight.

According to the captain, the flight was a non-patient MEDEVAC flight destined for Chicago, Illinois. Prior to the flight the captain placed a fuel order that was positive for PRIST and he observed the attendant write "T/O +" on the paperwork that pertained to his fuel order. The airplane was subsequently refueled with 674 gallons of JET A fuel.

The airplane departed Harry Reid International Airport (LAS), Las Vegas, Nevada at 1646; the first officer was the pilot flying (PF) and the captain was the pilot monitoring (PM). They climbed to FL350 and accelerated to their cruise speed, which occurred about 19 minutes after takeoff. Approximately 11 minutes later (30 minutes after departure), the captain observed erratic temperature indications between 0° and 750° from the left engine inlet turbine temperature (ITT) gauge. The other engine indications were normal at the time. Approximately 2 minutes later he observed small variations in ITT followed by noticeable variations in fuel flow accompanied by small variations in the right engine N1 and N2. The captain reported that the right engine variations became significant and resulted in "yaw issues." According to the first officer, the right engine was pulsing.

The flight crew informed air traffic control (ATC) that they wanted to return to Las Vegas and the controller gave them instructions to make an immediate left turn. During this time the variations in the right engine increased and right engine power decreased to idle power. The right engine fuel flow indicator subsequently indicated 0 psi. They declared an emergency and

informed ATC they were unable to maintain altitude and would have to descend. The controller gave them an immediate clearance to descend.

The variations in the left engine became more erratic as the airplane passed through FL300 at 1725. A subsequent attempt to restart the right engine was unsuccessful. The captain then observed a slow decay in the left engine N1 and also noted that the engine was unresponsive to thrust lever movements. According to the first officer, the left engine reduced to idle power at this time. At 1729, as the airplane passed through FL270 he advised the controller that they would make an emergency landing in Page, Arizona.

The captain dumped fuel to reduce the airplane's operating weight for landing and the first officer (PF) started a circling descent. After they passed below 12,000 ft mean sea level ATC cleared them for the visual approach to runway 15 at their destination airport. According to the first officer, after the captain secured the fuel jettison valves, the first officer handed control of the airplane over to the captain (now the PF). After the airplane was established on short final the captain lowered the landing gear at 220 KIAS. The captain noted that he was intentionally high and fast at this point to perform a dead stick landing. At 1744 they touched down successfully at a slighter higher than normal speed and landed slightly long. The airplane came to rest about 650 ft from the runway end. The first officer noted that the left engine was still at idle, and the right engine was off.

The airplane was subsequently secured, and fuel samples were retained for testing and analysis.

Aircraft and Owner/Operator Information

Aircraft Make:	GATES LEARJET CORP.	Registration:	N135SH
Model/Series:	35A	Aircraft Category:	Airplane
Amateur Built:			
Operator:	Medway Air Ambulance	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Designator Code:	Y6WA		

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KPGA,4288 ft msl	Observation Time:	17:53 Local
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	22°C /-3°C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	11 knots / 17 knots, 330°
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility:	10 miles
Altimeter Setting:	29.82 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Las Vegas, NV (LAS)	Destination:	Chicago, IL (MDW)

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.926069,-111.44835

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	Scott Childs; Federal Aviation Administration; Atlanta, GA Michael Lemay; Bombardier; Montreal
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this occurrence.