



Aviation Investigation Final Report

Location:	DENVER, Colorado	Accident Number:	DEN86FA120
Date & Time:	April 25, 1986, 10:00 Local	Registration:	N73104
Aircraft:	CONVAIR 580	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 30 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

N73104 WAS OPERATING AS ASPEN AIRWAY FLT 416, SCHEDULED PAX SERVICE FROM ASPEN TO DENVER. THE FLT PROCEEDED UNEVENTFULLY UNTIL LIGHT TURB WAS ENCOUNTERED NEAR DENVER. THE CAPTAIN HAD AUTHORIZED THE FLT ATTENDANT TO PERFORM BEVERAGE SVC. AFTER COMPLETING THE SVC, THE FLT ATTENDANT WAS IN THE AFT GALLEY WHEN A MODERATE BUMP WAS ENCOUNTERED AT 16,000 FT. THE FLT ATTENDANT RECEIVED SERIOUS BACK INJURIES THAT LEFT HER INCAPACITATED THE REMAINDER OF THE FLT.

Probable Cause and Findings

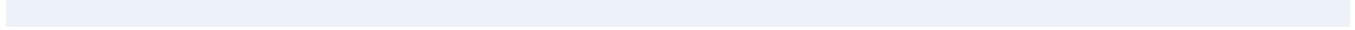
The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT

Findings

1. (C) WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
3. MISC EQPT/FURNISHINGS, SEAT BELT - NOT ENGAGED
4. (C) SEAT BELT - NOT USED - FLIGHT ATTENDANT



Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 22, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10450 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CONVAIR	Registration:	N73104
Model/Series:	580 580	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	4
Landing Gear Type:	Retractable - Tricycle	Seats:	48
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	47000 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	501-D13H
Registered Owner:	ASPEN AIRWAYS, INC	Rated Power:	3750 Horsepower
Operator:	ASPEN AIRWAY, INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	ASPA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DEN ,5333 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	09:51 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear	Visibility	65 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ASPEN , CO (ASE)	Type of Flight Plan Filed:	IFR
Destination:	DENVER , CO (DEN)	Type of Clearance:	IFR
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 2 None	Aircraft Damage:	None
Passenger Injuries:	28 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 30 None	Latitude, Longitude:	39.739608,-104.859718(est)

Administrative Information

Investigator In Charge (IIC):	Feith, Gregory
Additional Participating Persons:	AL SNYDER; AURORA , CO
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16817

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).