



National Transportation Safety Board Aviation Accident Data Summary

Location:	DURANGO, CO	Accident Number:	DEN88FA061
Date & Time:	02/02/1988, 2032 MST	Registration:	N5808
Aircraft:	CONVAIR 580	Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

AFTER MAKING AN IFR APPROACH, THE PILOT MADE A GO-AROUND BECAUSE HE WAS BLINDED BY THE REFLECTION OF THE LANDING/TAXI LIGHTS AGAINST THE FALLING SNOW. THE PILOT LANDED THE AIRCRAFT AFTER THE SECOND APPROACH. THE PILOT SAID HE SENSED THE AIRCRAFT DRIFTING TO THE LEFT AND HE TRIED TO CORRECT, BUT IT COLLIDED WITH A SNOW BANK. THE INVESTIGATION DISCLOSED NO EVIDENCE OF AIRCRAFT HYDROPLANING OR SKIDDING. AIRPORT MANAGEMENT ELECTED TO DELAY PLOWING THE RUNWAY FOR FEAR OF IT FREEZING OVER. PASSENGERS CLAIMED THERE WAS 2-3 INCHES OF SNOW ON TOP OF A 3/4- INCH LAYER OF SLUSH. FURTHER INVESTIGATION REVEALED THAT THE RUNWAY LIGHTS WERE OF VARIOUS INTENSITIES BECAUSE SOME UNAPPROVED LIGHT BULBS OF DIFFERENT AMPERAGE WERE USED. THE RUNWAY WAS NOT EQUIPPED WITH CENTERLINE LIGHTING. THE PAINTED WHITE CENTERLINE STRIPE WAS COVERED BY SNOW AND SLUSH.

Probable Cause

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES,RUNWAY MARKING - FOREIGN SUBSTANCE COVERED
2. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
5. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK
7. (F) AIRPORT FACILITIES,CENTERLINE LIGHTS - UNAVAILABLE
8. (F) AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAPPROVED
9. (F) LIGHT CONDITION - DARK NIGHT

Pilot Information

Certificate:	Airline Transport	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	7342 hours (Total, all aircraft), 2858 hours (Total, this make and model), 4211 hours (Pilot In Command, all aircraft), 221 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CONVAIR	Registration:	N5808
Model/Series:	580 580	Engines:	2 Turbo Prop
Operator:	ASPEN AIRWAYS, INC.	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	501D-13-H
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DRO, 6685 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 500 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	1°C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Destination:	DURANGO, CO (DRO)

Airport Information

Airport:	LA PLATA COUNTY (DRO)	Runway Surface Type:	Asphalt
Runway Used:	2	Runway Surface Condition:	Snow--wet
Runway Length/Width:	9200 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 04/25/1989

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.