
		NTSB ID: DCA00MA005		Aircraft Registration Number: N47BA	
		Occurrence Date: 10/25/1999		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ABERDEEN		State SD	Zip Code	Local Time 1213	Time Zone CDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Learjet		Model/Series 35 /35		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>The full report is available on the NTSB Web site. See http://www.nts.gov/publicctn/publicctn.htm for details. HISTORY OF FLIGHT</p> <p>On October 25, 1999, the flight crew was scheduled to begin a 2-day trip sequence consisting of five flights. The flights on the first day were to be from Orlando Sanford International Airport (SFB), Sanford, Florida, to Orlando International Airport (MCO), Orlando, Florida; from MCO to Dallas-Love Field Airport (DAL), Dallas, Texas; and from DAL to William P. Hobby Airport, Houston, Texas.</p> <p>The first flight of the day, a visual flight rules positioning flight operating under 14 Code of Federal Regulations (CFR) Part 91, was scheduled to depart SFB about 0800 EDT bound for MCO, which is approximately 15 nautical miles (nm) away. According to the Sunjet Aviation customer service representative on duty at SFB on the day of the accident, the captain reported for duty at SFB about 0630 EDT, and the first officer arrived about 0645 EDT. She stated that both pilots were in a good mood and appeared to be in good health.</p> <p>A Sunjet Aviation line service technician stated that the captain asked him to pull the airplane out of the hangar, fuel it to 5,300 pounds fuel weight, connect a ground power unit to the airplane, and put a snack basket and cooler on the airplane. The first officer arrived at the airplane just before the fueling process started and stayed in the cockpit while the airplane was being fueled. The first officer then went inside the terminal building while the captain performed the preflight inspection of the airplane.</p> <p>About 0725 EDT, an instrument flight rules flight plan was filed with the St. Petersburg Automated Flight Service Station for the second flight of the day, MCO to DAL, which would operate under 14 CFR Part 135. The flight plan indicated that N47BA was scheduled to depart MCO about 0900 EDT; follow a route over Cross City, Florida, to 32 degrees, 51 minutes north and 96 degrees, 51 minutes west; and proceed directly to DAL. The requested altitude was 39,000 feet. The flight plan also indicated that there would be five persons on board (two pilots and three passengers) and 4 hours and 45 minutes of fuel.</p> <p>According to a witness, the accident airplane departed SFB about 0754 EDT. The flight arrived at MCO about 0810 EDT. An Aircraft Service International Group employee at MCO stated that after the airplane arrived, the captain told him that they were picking up passengers and did not require additional fuel. According to this witness, the passengers arrived about 30 minutes later and boarded the airplane. The Sunjet Aviation director of operations indicated that an additional passenger who was not on the original charter flight request boarded the accident airplane at MCO.</p>					
FACTUAL REPORT - AVIATION					

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Narrative (Continued)

Several bags were placed on board the airplane, including what the Aircraft Service International Group employee described as a big golf bag weighing about 30 pounds.

According to ATC radio transmissions, the flight departed MCO about 0919 EDT bound for DAL. At 0921:46 EDT, the flight contacted the Jacksonville Air Route Traffic Control Center (ARTCC) and reported climbing through an altitude of 9,500 feet to 14,000 feet.

At 0921:51 EDT, the controller instructed N47BA to climb and maintain FL 260. N47BA acknowledged the clearance by stating, "two six zero bravo alpha." At 0923:16 EDT, the controller cleared N47BA direct to Cross City and then direct to DAL. N47BA acknowledged the clearance. At 0926:48 EDT, N47BA was issued instructions to change radio frequency and contact another Jacksonville ARTCC controller. N47BA acknowledged the frequency change.

At 0927:10 EDT, N47BA called the Jacksonville ARTCC controller and stated that the flight was climbing through an altitude of FL 230. At 0927:13 EDT, the controller instructed N47BA to climb and maintain FL 390. At 0927:18 EDT, N47BA acknowledged the clearance by stating, "three nine zero bravo alpha." This was the last known radio transmission from the airplane. The sound of the cabin altitude aural warning was not heard on the ATC recording of this transmission.

At 0933:38 EDT (6 minutes and 20 seconds after N47BA acknowledged the previous clearance), the controller instructed N47BA to change radio frequencies and contact another Jacksonville ARTCC controller. The controller received no response from N47BA. The controller called the flight five more times over the next 4 1/2 minutes but received no response.

About 0952 CDT, a USAF F-16 test pilot from the 40th Flight Test Squadron at Eglin Air Force Base (AFB), Florida, was vectored to within 8 nm of N47BA. About 0954 CDT, at a range of 2,000 feet from the accident airplane and an altitude of about 46,400 feet, the test pilot made two radio calls to N47BA but did not receive a response. About 1000 CDT, the test pilot began a visual inspection of N47BA. There was no visible damage to the airplane, and he did not see ice accumulation on the exterior of the airplane. Both engines were running, and the rotating beacon was on. He stated that he could not see inside the passenger section of the airplane because the windows seemed to be dark. Further, he stated that the entire right cockpit windshield was opaque, as if condensation or ice covered the inside. He also indicated that the left cockpit windshield was opaque, although several sections of the center of the windshield seemed to be only thinly covered by condensation or ice; a small rectangular section of the windshield was clear, with only a small section of the glare shield visible through this area. He did not see any flight control movement. About 1012 CDT, he concluded his inspection of N47BA and proceeded to Scott AFB, Illinois.

About 1113 CDT, two Oklahoma ANG F-16s with the identification "TULSA 13 flight" were vectored to intercept the accident airplane by the Minneapolis ARTCC. The TULSA 13 lead pilot reported to the Minneapolis ARTCC controller that he could not see any movement in the cockpit. About 1125 CDT, the TULSA 13 lead pilot reported that the windshield was dark and that he could not tell if the windshield was iced.

About 1133 CDT, a TULSA 13 airplane maneuvered in front of the accident airplane, and the pilot reported, "we're not seeing anything inside, could be just a dark cockpit though...he is not reacting, moving or anything like that he should be able to have seen us by now."

About 1138 CDT, the TULSA 13 lead pilot stated, "my wingman is going to make a final pass and then we are going to head back to the [midair refueling] tanker." The TULSA 13 wingman reported, "we did not get close enough to see any icing on the window due to our configuration...we did get up behind him but did not see anything." About 1139 CDT, TULSA 13 flight departed for the tanker.

About 1150 CDT, two North Dakota ANG F-16s with the identification "NODAK 32 flight" were vectored to intercept N47BA. (TULSA 13 flight had returned from refueling, and both TULSA 13 and NODAK 32 flights maneuvered in close proximity to N47BA.) About 1157 CDT, the TULSA 13 lead pilot reported, "we've got two visuals on it. It's looking like the cockpit window is iced over and there's no displacement in any of the control surfaces as far as the ailerons or trims."

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Narrative (Continued)

About 1201 CDT, TULSA 13 flight returned to the tanker again.

At 1210:41 CDT, the sound of an engine winding down, followed by sounds similar to a stickshaker and an autopilot disconnect, can be heard on N47BA's cockpit voice recorder (CVR), which recorded the final 30 minutes of cruise flight. The CVR also captured the continuous activation of the cabin altitude aural warning, which ceased at 1212:26 CDT. At 1211:01 CDT, ATC radar indicated that N47BA began a right turn and descent. One NODAK 32 airplane remained to the west, while one TULSA 13 airplane broke away from the tanker and followed N47BA down. At 1211:26 CDT, the NODAK 32 lead pilot reported, "the target is descending and he is doing multiple aileron rolls, looks like he's out of control...in a severe descent, request an emergency descent to follow target." The TULSA 13 pilot reported, "It's soon to impact the ground he is in a descending spiral."

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Learjet		Model/Series 35 /35		Serial Number 35-060	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No		Number of Seats:		Certified Max Gross Wt. LBS	
Engine Type: Turbo Fan		Engine Manufacturer: Allied Signal		Model/Series: TFE731-2-2B	
				Rated Power: 3500 LBS	
- Aircraft Inspection Information					
Type of Last Inspection AAIP		Date of Last Inspection 06/1999		Time Since Last Inspection 179 Hours	
				Airframe Total Time 10506 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type		ELT Operated?		ELT Aided in Locating Accident Site?	
Owner/Operator Information					
Registered Aircraft Owner JETSHARES ONE, INC		Street Address 1033 FIRST STREET			
		City WINDSOR		State NY	Zip Code 12553
Operator of Aircraft SUNJET AVIATION INC		Street Address 1930 EAST AIRPORT BLVD			
		City SANFORD		State FL	Zip Code 32733
Operator Does Business As:			Operator Designator Code: SJ8A		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown;Non-scheduled; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					

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First Pilot Information

Name On File	City	State	Date of Birth On File	Age
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Sex: M	Seat Occupied: Left	Occupational Pilot? <input type="checkbox"/> Civilian Pilot <input type="checkbox"/>	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 09/1999

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 06/1999
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	4280	60								
Pilot In Command(PIC)		38								
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days	35	35								
Last 24 Hours	5									

Seatbelt Used? Yes	Shoulder Harness Used?	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
ORLANDO	FL	MCO	0919	EST


Destination	State	Airport Identifier	
DALLAS	TX	DAL	

Type of Clearance: IFR

Type of Airspace:

Weather Information

UAT C/S Source of Wx Information:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Unknown		Ft. AGL	Visibility: SM	Altimeter: "Hg	
Temperature: °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:		Wind Speed:		Wind Gusts:	
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	4				4
- TOTAL ABOARD -	6				6
Other Ground	0	0	0		0
- GRAND TOTAL -	6	0	0		6

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FACTUAL REPORT
AVIATION



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Occurrence Date: 10/25/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ROBERT P. BENZON

Additional Persons Participating in This Accident/Incident Investigation: