

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 11/28/2000

DCA00MA005 File No. 1626	10/25/1999	ABERDEEN ,SD	Aircraft Reg No. N47BA	Time (Local): 12:13 CDT		
Make/Model:	Learjet/35			Fatal	Serious	Minor/None
Engine Make/Model:	Allied Signal / TFE731-2-2B		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	4	0	0
Number of Engines:	2					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier	SUNJET AVIATION INC					
Type of Flight Operation:	Non-scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point: ORLANDO, FL				Condition of Light: Day		
Destination: DALLAS, TX				Weather Info Src: Unknown		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: Ft. AGL, Unknown		
				Visibility:		
				Wind Dir/Speed:		
				Temperature (°C): Unk/Nr		
				Precip/Obscuration:		
Pilot-in-Command	Age:		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 4280			
Airline Transport; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: Unk/Nr			
			Total Make/Model: 60			
Instrument Ratings			Total Instrument Time: UnK/Nr			
Airplane						

\*\*\* Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. \*\*\*

The full report is available on the NTSB Web site. See <http://www.nts.gov/publicn/publicn.htm> for details. SUMMARY On October 25, 1999, about 1213 central daylight time (CDT), a Learjet Model 35, N47BA, operated by Sunjet Aviation, Inc., of Sanford, Florida, crashed near Aberdeen, South Dakota. The airplane departed Orlando, Florida, for Dallas, Texas, about 0920 eastern daylight time (EDT). Radio contact with the flight was lost north of Gainesville, Florida, after air traffic control (ATC) cleared the airplane to flight level (FL) 390. The airplane was intercepted by several U.S. Air Force (USAF) and Air National Guard (ANG) aircraft as it proceeded northwestbound. The military pilots in a position to observe the accident airplane at close range stated (in interviews or via radio transmissions) that the forward windshields of the Learjet seemed to be frosted or covered with condensation. The military pilots could not see into the cabin. They did not observe any structural anomaly or other unusual condition. The military pilots observed the airplane depart controlled flight and spiral to the ground, impacting an open field. All occupants on board the airplane (the captain, first officer, and four passengers) were killed, and the airplane was destroyed.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) AIR COND/HEATING/PRESSURIZATION - LOSS,TOTAL
2. REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: DECOMPRESSION  
Phase of Operation: CLIMB - TO CRUISE

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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

Findings

3. OXYGEN SYSTEM - UNDETERMINED
4. INCAPACITATION(ANOXIA/HYPOXIA) - FLIGHTCREW

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Occurrence #4: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE

Findings

5. FLUID,FUEL - EXHAUSTION

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Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows:  
Incapacitation of the flight crewmembers as a result of their failure to receive supplemental oxygen following a loss of cabin pressurization, for undetermined reasons.