

## Recommendation Report

Friday, May 15, 2009

**Log Number** 2527  
**Issue Date** 10/24/1994 COLUMBUS OH 1/7/1994

ON JANUARY 7, 1994, A JETSTREAM J4101, N304UE, OPERATED BY ATLANTIC COAST AIRLINES AS UNITED EXPRESS FLIGHT 6291, WAS ON A SCHEDULED FLIGHT FROM DULLES INTERNATIONAL AIRPORT TO PORT COLUMBUS INTERNATIONAL AIRPORT, IN GAHANNA, OHIO. AT 2321 EASTERN STANDARD TIME, WHILE ON AN INSTRUMENT LANDING SYSTEM APPROACH TO RUNWAY 28L, THE AIRPLANE STRUCK A CONCRETE BLOCK BUILDING THAT WAS ABOUT 1.2 MILES EAST OF THE RUNWAY. THE PILOT, CO-PILOT, FLIGHT ATTENDANT, AND TWO PASSENGERS WERE FATALLY INJURED. THE THREE OTHER PASSENGERS, A HUSBAND AND WIFE AND THEIR 5-YEAR-OLD DAUGHTER, SUSTAINED MINOR INJURIES. THE AIRPLANE WAS DESTROYED BY POSTCRASH FIRE.

**Recommendation #** A-94-173 **Overall Status** **Priority**  
 CAA CAA CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: ENSURE THAT THE TRAINING PROGRAMS FOR 14 CODE OF FEDERAL REGULATIONS PART 135 PILOTS PLACE AN INCREASED EMPHASIS ON STALL WARNING RECOGNITION AND RECOVERY TECHNIQUES, TO INLCUDE STICK SHAKER AND STICK PUSHER, DURING TRAINING.

FAA	Closed - Acceptable Action	11/14/1995
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- 12/21/1994 Addressee THE FAA AGREES WITH THIS RECOMMENDATION. THE FAA WILL ISSUE A FLIGHT STANDARDS INFO BULLETIN DIRECTING PRINCIPAL OPERATIONS INSPECTORS TO ENSURE THAT THEIR APPROPRIATE OPERATORS PLACE EMPHASIS ON STALL WARNING RECOGNITION & RECOVERY TECHNIQUES, INCLUDING STICK SHAKER & STICK PUSHER, DURING TRAINING.
- 4/27/1995 NTSB THE BOARD NOTES THAT THE FAA WILL ISSUE A FLIGHT STANDARDS INFO BULLETIN DIRECTING ALL PRINCIPAL OPERATIONS INSPECTORS TO ENSURE THAT THEIR APPROPRIATE OPERATORS PLACE EMPHASIS ON STALL WARNING RECOGNITION & RECOVERY TECHNIQUES, INCLUDING STICK SHAKER & STICK PUSHER, DURING TRAINING. THEREFORE, THE BOARD CLASSIFIES A-94-173 "OPEN-ACCEPTABLE RESPONSE & AWAITS RECEIPT OF A COPY OF THE SUBJECT BULLETIN."
- 8/7/1995 Addressee THE FAA ISSUED FLIGHT STANDARDS INFO BULLETIN 95-10A, INSTRUMENT APPROACH PROCEDURES & TRAINING. THIS BULLETIN BECAME EFFECTIVE 6/26/95, & DIRECTS PRINCIPAL OPERATIONS INSPECTORS TO ENSURE THAT THEIR APPROPRIATE 14 CFR PART 135 OPERATORS PLACE EMPHASIS ON STALLWARNING RECOGNITION & RECOVERY TECHNIQUES, INCLUDING STICK SHAKER & STICK PUSHER, DURING TRAINING.
- 11/14/1995 NTSB THE BOARD NOTES THAT THE FAA ISSUED FLIGHT STANDARDS INFO BULLETIN 95-10A, "INSTRUMENT APPROACH PROCEDURES & TRAINING," WHICH BECAME EFFECTIVE 6/26/95. THE FSIB DIRECTS ALL PRINCIPAL OPERATIONS INSPECTORS TO ENSURE THAT THEIR APPROPRIATE OPERATORS PLACE EMPHASIS ON STALL WARNING RECOGNITION & RECOVERY TECHNIQUES, INCLUDING STICK SHAKER & STICK PUSHER, DURING TRAINING. BECAUSE THE FSIB COMPLIES WITH THE INTENT OF THE RECOMMENDATION, A-94-173 IS CLASSIFIED "CLOSED-ACCEPTABLE ACTION."