



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	TIPP CITY, OH	<b>Accident Number:</b>	ATL89MA072
<b>Date &amp; Time:</b>	01/12/1989, 0445 EST	<b>Registration:</b>	CGDOV
<b>Aircraft:</b>	HAWKER SIDDELEY HS.748 SERIES 2A	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 129: Foreign		

## Analysis

DRG NGT CARGO OPN, CHECK CAPT (RGT SEAT) WAS EVALUATING THE 1ST OFFICER (F/O, LEFT SEAT) FOR PSBL UPGRADE TO CAPT. BFR DEPG, FLT WAS CLRD FOR RGT TURN AFTER TKOF TO 020 DEG. TKOF BGN AT 0441:11. WTR/METHANOL INJECTION WAS USED (TO 1ST PWR RDCN). AT 0441:49, LNDG GEAR WAS RETRACTED; 8 SEC LTR 1ST PWR RDCN WAS MADE, THEN A FREQ CHG WAS APPROVED. CAPT NOTED THEY SHLD CLB TO 1500' MSL (APRX 500' AGL) BFR TURNING. AT ABT 300' AGL, ACFT ENTERED OVC & BGN A STEEP RGT TURN. CVR INDCD CAPT WAS PERFORMING COCKPIT DUTIES AT THIS TIME & GIVING INFO TO F/O ABT THE DEP. FDR SHOWED ACFT RCHD MAX ALT OF 423' AGL & BGN DSCNDG. AT 0442:22, CAPT REMARKED TO F/O, 'DON'T GO DOWN . . . GET UP . . . UP UP UP . . . UP, OH!' AT ABT THAT TIME, ACFT HIT IN AN OPEN FLD, BUT CONTD FLYING FOR APRX 3/4 MI. IT THEN HIT A TREE & CRASHED IN A WOODED AREA. INV REVEALED THAT DRG SVRL TRNG FLTS & 2 CHECK FLTS, THE F/O DEMONSTRATED DIFFICULTY IN PERFORMING INSTRUMENT FLT DUE TODISORIENTATION, NARROW FOCUS OF ATTENTION, OR LACK OF INSTRUMENT SCAN (INST FIXATION), ESPECIALLY DRG HI TASK WORK LOAD.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IFR PROCEDURE BY THE FIRST OFFICER (COPILOT) DURING TAKEOFF, HIS LACK OF INSTRUMENT SCAN (IMPROPER USE OF FLIGHT/NAVIGATION INSTRUMENTS), HIS FAILURE TO MAINTAIN A POSITIVE RATE OF CLIMB OR TO IDENTIFY THE RESULTANT DESCENT, AND THE CAPTAIN'S INADEQUATE SUPERVISION OF THE FLIGHT. CONTRIBUTING FACTORS WERE: DARK NIGHT, LOW CEILING, DRIZZLE, THE FIRST OFFICER'S LACK OF TOTAL EXPERIENCE IN THE TYPE OF OPERATION, AND POSSIBLE SPATIAL DISORIENTATION OF THE FIRST OFFICER.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - DRIZZLE/MIST
4. (C) IFR PROCEDURE - IMPROPER - COPILOT/SECOND PILOT
5. (C) FLIGHT/NAVIGATION INSTRUMENT(S) - IMPROPER USE OF - COPILOT/SECOND PILOT
6. (C) CLIMB - NOT MAINTAINED - COPILOT/SECOND PILOT
7. (C) DESCENT - NOT IDENTIFIED - COPILOT/SECOND PILOT

- 8. (F) SPATIAL DISORIENTATION - COPILOT/SECOND PILOT
- 9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - COPILOT/SECOND PILOT
- 10. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

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 Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
 Phase of Operation: OTHER

Findings  
 11. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Airline Transport; Foreign	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5847 hours (Total, all aircraft), 3200 hours (Total, this make and model), 139 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HAWKER SIDDELEY	<b>Registration:</b>	CGDOV
<b>Model/Series:</b>	HS.748 SERIES 2A HS.748 SER	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	BRADLEY AIR SERVICE, LTD	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	DART-7/MK.534
<b>Flight Conducted Under:</b>	Part 129: Foreign		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	DAY, 1009 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Overcast / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 210°
<b>Temperature:</b>	10° C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DAYTON, OH (DAY)	<b>Destination:</b>	MONTREAL, CD (YUL)

### Airport Information

<b>Airport:</b>	JAMES M COX/DAYTON INTL (DAY)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	24R	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	9500 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Adopted Date:	12/10/1990
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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