



National Transportation Safety Board Aviation Accident Final Report

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| Location: | AUGUSTA, GA | Accident Number: | ATL90LA059 |
| Date & Time: | 01/31/1990, 1415 EST | Registration: | N6846D |
| Aircraft: | CESSNA 425 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

THE PILOT DETECTED AN UNACCEPTABLE SINK RATE ON SHORT FINAL APPROACH AND INITIATED A GO-AROUND. AFTER APPLYING POWER & RETRACTING THE LANDING GEAR, THE LEFT WING DROPPED & STRUCK THE RUNWAY. THE AIRCRAFT THEN GROUND LOOPED & CAME TO REST WITH SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT DURING THE GO-AROUND. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S DELAY IN INITIATING THE GO-AROUND.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) GO-AROUND - DELAYED - PILOT IN COMMAND
2. TERRAIN CONDITION - RUNWAY
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

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| Certificate: | Airline Transport | Age: | 43, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane; Helicopter | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 02/17/1989 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 2788 hours (Total, all aircraft), 308 hours (Total, this make and model), 1807 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---------------------------------------|--------------|
| Aircraft Make: | CESSNA | Registration: | N6846D |
| Model/Series: | 425 425 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 425-0078 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | 12/07/1989, Continuous Airworthiness | Certified Max Gross Wt.: | 8600 lbs |
| Time Since Last Inspection: | 36 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 1392 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | PT6A-112 |
| Registered Owner: | MORRIS COMMUNICATION CORP. | Rated Power: | 450 hp |
| Operator: | MORRIS COMMUNICATION CORP. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | A65, 145 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1409 EST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 5000 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 19° C / -2° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | COLUMBIA, SC (CAE) | Type of Flight Plan Filed: | None |
| Destination: | (AGS) | Type of Clearance: | None |
| Departure Time: | 1345 EST | Type of Airspace: | |

Airport Information

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|----------------------|------------------|---------------------------|-----------|
| Airport: | BUSH FIELD (AGS) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 145 ft | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 8000 ft / 150 ft | VFR Approach/Landing: | Go Around |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | PHILLIP POWELL | Report Date: | 09/30/1991 |
| Additional Participating Persons: | TIM ADAMS; ATLANTA, GA | | |
| Publish Date: | | | |
| 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/ . | | |

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).