



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARTERSVILLE, GA	<b>Accident Number:</b>	ATL89FA171
<b>Date &amp; Time:</b>	06/29/1989, 0004 EDT	<b>Registration:</b>	N125CA
<b>Aircraft:</b>	DASSAULT-BREGUET FALCON 20	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

THE CREW ARRIVED AT THE ARPT ABOUT 20 MIN BEFORE THE PLANNED MIDNIGHT TAKEOFF TIME, AFTER THE PLT-IN-COMMAND HAD SPENT THE DAY MOVING FURNITURE. A NGT WATCHMAN NOTED THAT THE PREFLT INSPN & TAKEOFF ROLL TO ROTATION/LIFT-OFF WAS NORMAL. THERE WAS NO POST-TAKEOFF RADIO CALL TO EITHER UNICOM OR ATC, ALTHOUGH THE CREW HAD FILED AN IFR FLT PLAN. AFTER TAKING OFF FROM RWY 36, THE ACFT CRASHED ABOUT 1.8 MI NORTH OF THE RWY. THE WRECKAGE WAS FOUND AFTER INTERRUPTION OF ELECTRICAL POWER TO A NEARBY CITY. INITIAL IMPACT WAS WITH TREES, WHILE IN A SHALLOW/LEFT/DESCENDING TURN. AN AREA OF TREES ABOUT 1/2 MI LONG WAS DAMAGED BY IMPACT & FIRE. BEFORE COMING TO REST, THE ACFT HIT A POWERLINE SUPPORT TOWER. THERE WAS EVIDENCE THE ACFT WAS TRAVELING AT ABOUT 260 KTS, WHEN IT CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND (PIC) TO ASSURE THAT THE AIRCRAFT MAINTAINED A CLIMB PROFILE AFTER TAKEOFF. FACTORS RELATED TO THE ACCIDENT WERE: DARK NIGHT, THE CREW'S LACK OF VISUAL PERCEPTION AT NIGHT, THE PIC'S LACK OF REST (FATIGUE), AND THE COPILOT'S FAILURE TO ATTAIN REMEDIAL ACTION.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) CLIMB - NOT MAINTAINED - PILOT IN COMMAND
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
5. (F) REMEDIAL ACTION - NOT ATTAINED - COPILOT/SECOND PILOT
6. (F) VISUAL/AURAL PERCEPTION - COPILOT/SECOND PILOT
7. OBJECT - TREE(S)
8. OBJECT - ELECTRICAL TOWER

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/14/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7940 hours (Total, all aircraft), 770 hours (Total, this make and model), 5820 hours (Pilot In Command, all aircraft), 196 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DASSAULT-BREGUET	<b>Registration:</b>	N125CA
<b>Model/Series:</b>	FALCON 20 FALCON 20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	208
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/01/1989, AAIP	<b>Certified Max Gross Wt.:</b>	28660 lbs
<b>Time Since Last Inspection:</b>	164 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	13547 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF700-2D2
<b>Registered Owner:</b>	PHOENIX AIR GROUP, INC.	<b>Rated Power:</b>	4500 lbs
<b>Operator:</b>	PHOENIX AIR GROUP, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	PHXA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FTY, 841 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2350 EDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 22° C
Precipitation and Obscuration:			
Departure Point:	(6A0)	Type of Flight Plan Filed:	IFR
Destination:	MONTGOMERY, AL (MGM)	Type of Clearance:	None
Departure Time:	0004 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	CARTERSVILLE (6A0)	Runway Surface Type:	Asphalt
Airport Elevation:	753 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	06/28/1991
Additional Participating Persons:	ROFF SASSER; ATLANTA, GA WILLIAM H THOMPSON; CINCINNATI, OH CHARLES CUTFIELD; CINCINNATI, OH MARC VALLE; TETERBORO, NJ		
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 <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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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](#).