



National Transportation Safety Board Aviation Accident Final Report

Location:	ALCOA, TN	Accident Number:	ATL92FA060
Date & Time:	03/12/1992, 0013 EST	Registration:	N165PC
Aircraft:	BRITISH AEROSPACE BAE-3101	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

AFTER A SERIES OF INSTRUMENT PROCEDURES, THE FLIGHT RETURNED TO KNOXVILLE AND LANDED. ON THE NEXT TAKEOFF, THE FIRST OFFICER DROPPED THE AIRPLANE'S CHECKLIST AND THE CHECK AIRMAN ELECTED TO CONTINUE THE FLIGHT WITHOUT USING THE CHECKLIST. ON THE NEXT VISUAL APPROACH, THE CHECK AIRMAN AND FIRST OFFICER ATTEMPTED A LANDING WITHOUT LOWERING THE LANDING GEAR. THE AIRPLANE TOUCHED DOWN AND BOTH PROPELLER ASSEMBLIES STRUCK THE CONCRETE RUNWAY SURFACE. THE PILOT REPORTED THE GEARUP TOUCHDOWN TO THE CONTROL TOWER AND ELECTED TO GO AROUND. DURING THE CLIMBOUT THE CHECK AIRMAN LOWERED THE LANDING GEAR, ESTABLISHED A TEARDROP PATTERN FOR THE OPPOSITE RUNWAY AND FEATHERED THE RIGHT PROPELLER. CRASH FIRE RESCUE (CFR) EQUIPMENT WAS ALERTED AND WAS IN POSITION FOR THE SECOND LANDING ATTEMPT. WHILE ON SHORT FINAL, THE CHECK AIRMAN CALLED FOR MAX POWER, A REDUCTION IN THE FLAP SETTING, AND INITIATED A SINGLE ENGINE GO-AROUND BELOW 200 FEET. THERE IS NO OPERATIONAL PROCEDURE FOR A SINGLE ENGINE GO-AROUND BELOW 200 FEET. THE AIRPLANE CLIMBED BRIEFLY AND CRASHED INVERTED ABOUT 7500 FEET FROM THE APPROACH END OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO USE THE AIRPLANE CHECKLIST WHICH RESULTED IN A GEAR UP LANDING; AND THE PILOT'S FAILURE TO MAINTAIN FLYING SPEED WHICH RESULTED IN AN UNCONTROLLED COLLISION WITH THE GROUND.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
 2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. GO-AROUND - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - RUNWAY
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Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

5. 1 ENGINE
 6. PROPELLER SYSTEM/ACCESSORIES - OVERLOAD
 7. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
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Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

8. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	36, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/11/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4929 hours (Total, all aircraft), 4400 hours (Total, this make and model), 3629 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N165PC
Model/Series:	BAE-3101 BAE-3101	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	683
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	02/26/1992, Continuous Airworthiness	Certified Max Gross Wt.:	15322 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	10607 Hours	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-10UGR
Registered Owner:	CCAIR INC.	Rated Power:	940 hp
Operator:	CCAIR INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	SABA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TYS, 981 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0013 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	2209 EST	Type of Airspace:	Class E

Airport Information

Airport:	MCGHEE TYSON (TYS)	Runway Surface Type:	Concrete
Airport Elevation:	981 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing

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):	Phillip Powell	Report Date:	05/26/1993
Additional Participating Persons:	ED FRASER; WASHINGTON, DC JAMES PERKINS; NASHVILLE, TN ROCKY DAVIDSON; NASHVILLE, TN GARY SCANNEVIN; WASHINGTON, DC		
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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