



National Transportation Safety Board Aviation Accident Final Report

Location:	Owatonna, MN	Accident Number:	DCA08MA085
Date & Time:	07/31/2008, 0945 CDT	Registration:	N818MV
Aircraft:	Raytheon Corporate Jets BAE 125-800A	Aircraft Damage:	Destroyed
Defining Event:	Collision during takeoff/land	Injuries:	8 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The Safety Board's full report is available at http://www.nts.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-11/01.

On July 31, 2008, about 0945 central daylight time, East Coast Jets flight 81, a Hawker Beechcraft Corporation 125-800A airplane, N818MV, crashed while attempting to go around after landing on runway 30 at Owatonna Degner Regional Airport, Owatonna, Minnesota. The two pilots and six passengers were killed, and the airplane was destroyed by impact forces. The nonscheduled, domestic passenger flight was operating under the provisions of 14 Code of Federal Regulations Part 135. An instrument flight rules flight plan had been filed and activated; however, it was canceled before the landing. Visual meteorological conditions prevailed at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The captain's decision to attempt a go-around late in the landing roll with insufficient runway remaining. Contributing to the accident were (1) the pilots' poor crew coordination and lack of cockpit discipline; (2) fatigue, which likely impaired both pilots' performance; and (3) the failure of the Federal Aviation Administration to require crew resource management training and standard operating procedures for Part 135 operators.

Findings

Personnel issues	CRM/MRM techniques - Flight crew (Factor) Delayed action - Pilot (Cause) Lack of sleep - Flight crew (Factor) Use of policy/procedure - Flight crew (Factor)
Organizational issues	Regulatory requirements - FAA/Regulator (Factor)

Factual Information

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History of Flight

Landing-aborted after touchdown	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1	Last FAA Medical Exam:	03/01/2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/01/2008
Flight Time:	3596 hours (Total, all aircraft), 1186 hours (Total, this make and model), 2760 hours (Pilot In Command, all aircraft), 109 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Raytheon Corporate Jets	Registration:	N818MV
Model/Series:	BAE 125-800A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	258186
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	12/01/2007, Continuous Airworthiness	Certified Max Gross Wt.:	27400 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	6567 Hours at time of accident	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TFE731-5R-1H
Registered Owner:	MVA Aircraft Leasing Inc.	Rated Power:	4300 lbs
Operator:	East Coast Jets Inc.,	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CDNA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OWA, 1146 ft msl	Distance from Accident Site:	
Observation Time:	0935 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	18° C / 16° C
Precipitation and Obscuration:	Light - In the Vicinity - Showers - No Obscuration		
Departure Point:	Atlantic City, NJ (ACY)	Type of Flight Plan Filed:	IFR
Destination:	Owatonna, MN (OWA)	Type of Clearance:	IFR
Departure Time:	EDT	Type of Airspace:	

Airport Information

Airport:	Owatonna Degner Regional (OWA)	Runway Surface Type:	Concrete
Airport Elevation:	1146 ft	Runway Surface Condition:	Wet
Runway Used:	30	IFR Approach:	Visual
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop; Go Around; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 Fatal	Latitude, Longitude:	44.120000, -93.260000

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Adopted Date:	06/20/2011
Additional Participating Persons:	Robert Drake; FAA AAI-100; Washington DC, Paul E Yoos; Hawker Beechcraft Corporation; Wichita, KS David E Studtmann; Honeywell Aerospace; Phoenix, AZ Charles Strong; East Coast Jets Inc.; Allentown, PA		
Publish Date:	06/20/2011		
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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