



National Transportation Safety Board Aviation Accident Final Report

Location:	BLOUNTVILLE, TN	Accident Number:	DCA83AA032
Date & Time:	07/15/1983, 2108 CDT	Registration:	N68TG
Aircraft:	GRUMMAN G-159	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE COPLT STATED THAT WHEN HE BEGAN THE APCH TO THE DESTINATION ARPT, THE WEATHER CONDITION WAS HAZY & HE DELAYED HIS DESCENT SLIGHTLY UNTIL HE LOCATED THE ARPT. WHEN HE SAW THE RWY, HE BELIEVED THAT THEY WERE A LITTLE TOO CLOSE, SO HE INDICATED TO THE CAPTAIN THAT HE WOULD LIKE TO MAKE A 360 DEG TURN. AT THAT POINT, THE CAPTAIN ASSUMED CONTROL OF THE ACFT & CONTINUED THE APCH TO RWY 4. ACCORDING TO WITNESSES, THE ACFT TOUCHED DOWN LONG. ACCORDING TO THE CAPTAIN, HE TRIED SEVERAL APPLICATIONS OF THE NORMAL BRAKING SYS, BUT GOT NO RESPONSE. HE THEN TRIED THE EMERGENCY BRAKES & ASKED THE COPLT TO GET ON THE BRAKES, BUT REPORTED THERE WAS NO BRAKING. SUBSEQUENTLY THE ACFT WENT OFF THE END OF THE RWY, WENT OVER AN EMBANKMENT & HIT A FENCE. IT CAME TO REST ON A 2ND EMBANKMENT WHERE IT EXPLODED & BURNED. TIRE MARKS WITH EVIDENCE OF BRAKING ACTION WERE FOUND STARTING 2377 FT BEYOND THE RWY THRESHOLD. A REQUIRED FIELD LENGTH OF APRX 2600 FT WAS CALCULATED FOR LNDG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. VASI LIGHTS WERE INOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DUSK
2. (F) WEATHER CONDITION - HAZE/SMOKE
3. (F) AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - NOT OPERATING
4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - FENCE

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4927 hours (Total, all aircraft), 427 hours (Total, this make and model), 3782 hours (Pilot In Command, all aircraft), 164 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N68TG
Model/Series:	G-159 G-159	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	068
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	36000 lbs
Time Since Last Inspection:	107 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	14759 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, activated	Engine Model/Series:	RD27/529-8E
Registered Owner:	TAG LEASING COMPANY, INC.	Rated Power:	1910 hp
Operator:	ORION AIR, INC.	Operating Certificate(s) Held:	Supplemental

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	TRI, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	KNOXVILLE, TN (TYS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0835 EDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	TRI-CITY (TRI)	Runway Surface Type:	Macadam
Airport Elevation:	1519 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	Visual
Runway Length/Width:	6599 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RONALD L SCHLEEDE	Report Date:	
Additional Participating Persons:			
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](#).