



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CENTRAL POINT, OR	<b>Accident Number:</b>	SEA85FA056
<b>Date &amp; Time:</b>	02/09/1985, 1248 PST	<b>Registration:</b>	N233W
<b>Aircraft:</b>	Gulfstream AC-680F	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PLT REPORTED A LOSS OF POWER ON BOTH ENGS DURING DESCENT TO LAND. APRX 3 MINS PRIOR, TWR GAVE PLT OPTION OF 'STRAIGHT-IN' TO RWY 14 OR REG PATTERN TO RWY 32. THE PLT HESITATED & SAID 'JUST A MINUTE' & TWR OFFERED WIND INFO AS '210 AT 13.' PLT REPLIED, 'KAY.' APRX 1 MIN LATER PLT SAID '33W WILL MAKE A LEFT BASE FOR 14.' TWR CLEARED HIM & DECLARED VISUAL CONTACT. PLT ACKNOWLEDGED '3WHISKEY.' ONE MIN & 54 SECS LATER, PLT DECLARED PWR LOSS & EMERG. TWR ROGERED. SEVEN SECS LATER, PLT SAID 'GONNA HIT IT' FOLLOWED 2 SECS LATER WITH AN UNINTELLIGIBLE COMMENT. WITNESSES SAW THE ACFT GLIDING WINGS LVL TOWARD RWY WHEN A LOUD 'REV' WAS HEARD, THE ACFT PITCHED UP & ROLLED LEFT TO AN INVERTED POSITION BEFORE GROUND CONTACT & EXPLOSION. POST ACCIDENT INVESTIGATION DID NOT DISCLOSE ANY ENG OR FUEL SYSTEM MALFUNCTION. THIS ACFT HAD EXPERIENCED A PWR LOSS AFTER DESCENDING FROM 15500 TO 12000 FT MSL ON 2/2/85 WITH THE SAME PLT AS REPORTED BY THE CO-PLT ON THAT FLT. AFTER APRX 1 1/2 MINUTES PWR WAS RESTORED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4. (C) IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
5. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
6. (F) ACFT/EQUIP,INADEQUATE AIRCRAFT MANUALS - MANUFACTURER
7. (F) FUEL SYSTEM - UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

8. (C) EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

9. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. (C) THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND
12. (C) MANEUVER - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

13. TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Glider	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/03/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9867 hours (Total, all aircraft), 25 hours (Total, this make and model), 9867 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Gulfstream	<b>Registration:</b>	N233W
<b>Model/Series:</b>	AC-680F AC-680F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	680F1284129
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/20/1984, Annual	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>	167 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3535 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IGSO-540-B1A
<b>Registered Owner:</b>	MERCY FLIGHTS, INC.	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	MERCY FLIGHTS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFR, 1331 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1250 PST	Direction from Accident Site:	166°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / -1°C
Precipitation and Obscuration:			
Departure Point:	GOLD BEACH, OR (4S1)	Type of Flight Plan Filed:	IFR
Destination:	MEDFORD, OR (MFR)	Type of Clearance:	IFR
Departure Time:	1216 PST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MEDFORD-JACKSON COUNTY (MFR)	Runway Surface Type:	Asphalt
Airport Elevation:	1331 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	
Additional Participating Persons:	W. GREENE; HILLSBORO, OR A FOX; HILLSBORO, OR		
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](#).