



National Transportation Safety Board Aviation Accident Final Report

Location:	ALCOA, TN	Accident Number:	ATL89FA054
Date & Time:	12/09/1988, 0600 EST	Registration:	N120G
Aircraft:	AERO COMMANDER 720	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER ENCOUNTERING ICING CONDITIONS IN FLIGHT AND EXPERIENCING PROBLEMS MAINTAINING ALTITUDES AND HEADINGS, THE PILOT ELECTED TO DIVERT FROM HIS PLANNED DESTINATION OF DAYTON, OH TO KNOXVILLE, TN. WHILE ON FINAL APPROACH AFTER DESCENDING 1300 FT BELOW MINIMUM PROCEDURE TURN ALTITUDE FOLLOWED BY BEING TOLD THE AIRCRAFT WAS WELL ABOVE THE GLIDESLOPE, ATC INSTRUCTED THE PILOT TO MAINTAIN 3000 FT. SHORTLY THEREAFTER, ATC REPORTED THE MODE C INDICATED 1900. THE PILOT RESPONDED WITH 'ENGINE QUIT'. THE AIRCRAFT CRASHED IN A PASTURE ABOUT 1 MILE FROM THE AIRPORT. THE INVESTIGATION REVEALED THAT THE AIRCRAFT WAS NOT EQUIPPED TO OPERATE IN ICING CONDITIONS. THE EVIDENCE INDICATED THAT THE FLAPS AND LANDING GEAR WERE EXTENDED. APPROXIMATELY 40 LBS OF COCAINE WERE FOUND ONBOARD THE AIRCRAFT. THE TOX REPORT FOR THE PILOT DISCLOSED .05 MG/L BENZOYLECGONITE (COCAINE METABOLITE) IN HIS BLOOD. THE PILOT HAD RECEIVED A WEATHER BRIEFING WHICH INCLUDED A FREEZING LEVEL AT 7000 FT AND FILED A FLIGHT PLAN REQUESTING A CRUISING ALTITUDE OF 14000 FT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. 1 ENGINE
4. (C) INDUCTION AIR CONTROL/SYSTEM - ICE
5. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MISSED APPROACH (IFR)

Findings

7. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. (F) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
9. (F) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-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 Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/12/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4103 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N120G
Model/Series:	720 720	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	720-630-3
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	GSO-480-B1A6
Registered Owner:	COMMUTER CRAFT INC.	Rated Power:	340 hp
Operator:	COMMUTER CRAFT INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	TYS, 981 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0550 EST	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / 0°C
Precipitation and Obscuration:			
Departure Point:	FORT LAUDERDALE, FL (FLL)	Type of Flight Plan Filed:	IFR
Destination:	ALCOA, TN (TYS)	Type of Clearance:	IFR
Departure Time:	0130 EST	Type of Airspace:	Class E

Airport Information

Airport:	MCGHEE TYSON (TYS)	Runway Surface Type:	Concrete
Airport Elevation:	981 ft	Runway Surface Condition:	Wet
Runway Used:	5L	IFR Approach:	Localizer Only
Runway Length/Width:	8006 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	03/26/1990
Additional Participating Persons:	DEAN MARTIN; NASHVILLE, TN		
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](#).