



National Transportation Safety Board Aviation Accident Final Report

Location:	MCCALL, ID	Accident Number:	SEA93FA040
Date & Time:	12/18/1992, 1500 MST	Registration:	N50TE
Aircraft:	DASSAULT-BREGUET FALCON 10	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING THE TAKEOFF ROLL ON A CONTAMINATED RUNWAY, THE COPILOT NOTED A LACK OF ACCELERATION. JUST BEYOND MIDFIELD, THE COPILOT CALLED FOR AN ABORT, HOWEVER, THE PILOT ELECTED TO CONTINUE. THE AIRPLANE DID NOT REACH VR AND THE PILOT ATTEMPTED TO ROTATE THE AIRPLANE AT THE END OF THE RUNWAY. THE AIRPLANE COLLIDED WITH AND TRAVELLED THROUGH A FIVE FOOT HIGH SNOWBANK AND CAME TO REST IN A FIELD APPROXIMATELY 500 FEET FROM THE END OF THE RUNWAY. DURING THE POSTCRASH INVESTIGATION, EVIDENCE INDICATED THAT THE PARKING BRAKE HAD BEEN IN THE INTERMEDIATE POSITION OR 23 PERCENT OF MAXIMUM BRAKING. THE PARKING BRAKE WARNING LIGHT WAS FOUND TO OPERATE CORRECTLY IF THE PANEL LIGHTS WERE SET IN THE BRIGHT LIGHT POSITION. IN THE DIM POSITION, THE WARNING LIGHT WAS INOPERATIVE. DURING THE ON SITE INVESTIGATION, THE PANEL LIGHTS WERE FOUND IN THE DIM POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHT CREW TO FOLLOW THE CHECKLIST AND RELEASE THE PARKING BRAKE BEFORE TAKEOFF. THE INOPERATIVE PARKING BRAKE WARNING LIGHT AND THE FAILURE OF THE PILOT TO ABORT THE TAKEOFF WERE FACTORS.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) LANDING GEAR,PARKING BRAKE - ENGAGED
2. (F) ANNUNCIATOR PANEL LIGHT(S) - INOPERATIVE
3. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. (C) CHECKLIST - NOT FOLLOWED - COPILOT/SECOND PILOT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/06/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3006 hours (Total, all aircraft), 420 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DASSAULT-BREGUET	Registration:	N50TE
Model/Series:	FALCON 10 FALCON 10	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	86
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	01/02/2000, Continuous Airworthiness	Certified Max Gross Wt.:	18670 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:	4657 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TFE731-2-1C
Registered Owner:	TORREY LEASING COMPANY	Rated Power:	3050 lbs
Operator:	MANCHESTER GROUP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	SAN DIEGO, CA (SAN)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	MCCALL (MYL)	Runway Surface Type:	Asphalt
Airport Elevation:	5023 ft	Runway Surface Condition:	Snow--compacted; Snow--dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6100 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): DEBRA J ECKROTE **Report Date:** 10/25/1993

Additional Participating Persons: JOHN BUEHLER; VAN NUYS, CA
GEORGES PELLEGRINI; PARAMUS, NJ
LOUIS LAMARQUE; OF
JOHN BLACK; BOISE, ID

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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