

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/17/2003

DCA00MA026
File No. 14109 02/16/2000 RANCHO CORDOVA, CA Aircraft Reg No. N8079U Time (Local): 19:51 PST

Make/Model:	Douglas / DC-8-71F	Fatal	3	Serious	0	Minor/None	0
Engine Make/Model:	Cfm International / CFM56-2-C1	Crew	0				
Aircraft Damage:	Destroyed	Pass	0	0	0		
Number of Engines:	4						
Operating Certificate(s):	Flag Carrier/Domestic						
Name of Carrier:	EMERY WORLDWIDE AIRLINES INC						
Type of Flight Operation:	Non-scheduled; Domestic; Cargo						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Night
Destination:	DAYTON, OH	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	7000 Ft. AGL, Broken
		Visibility:	10.00 SM
		Wind Dir/Speed:	Calm
		Temperature (°C):	8
		Precip/Obscuration:	

Pilot-in-Command	Age: 43	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 13329
Airline Transport; Multi-engine Land; Single-engine Land		Last 90 Days: 119
		Total Make/Model: 2128
Instrument Ratings		Total Instrument Time: UnK/Nr

The Board's full report is available at <http://www.nts.gov/publicctn/publicctn.htm>.

On February 16, 2000, about 1951 Pacific standard time, Emery Worldwide Airlines, Inc., (Emery) flight 17, a McDonnell Douglas DC-8-71F (DC-8), N8079U, crashed in an automobile salvage yard shortly after takeoff, while attempting to return to Sacramento Mather Airport (MHR), Rancho Cordova, California, for an emergency landing. Emery flight 17 was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 as a cargo flight from MHR to James M. Cox Dayton International Airport (DAY), Dayton, Ohio. The flight departed MHR about 1949, with two pilots and a flight engineer on board. The three flight crewmembers were killed, and the airplane was destroyed. Night visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules (IFR) flight plan.

Brief of Accident (Continued)

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File No. 14109

02/16/2000

RANCHO CORDOVA, CA

Aircraft Reg No. N8079U

Time (Local): 19:51 PST

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - NOT SECURED
 2. (C) MAINTENANCE,INSTALLATION - INADEQUATE
 3. (C) MAINTENANCE,INSPECTION - INADEQUATE
 4. (C) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - DISCONNECTED
 5. (C) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - MOVEMENT RESTRICTED
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (C) AIRCRAFT CONTROL - RESTRICTED
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

7. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

A loss of pitch control resulting from the disconnection of the right elevator control tab. The disconnection was caused by the failure to properly secure and inspect the attachment bolt.