
		NTSB ID: DCA04MA068		Aircraft Registration Number: N586P	
		Occurrence Date: 08/13/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Florence		State KY	Zip Code	Local Time 0049	Time Zone CDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 2			
Aircraft Information Summary					
Aircraft Manufacturer Convair Div. of Gen. Dynamics			Model/Series CV-340 (580)		Type of Aircraft Airplane
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The Board's full report is available at http://www.nts.gov/publicn/publicn.htm, AAR-06/03, PB2006-910403.</p> <p>On August 13, 2004, about 0049 eastern daylight time, 1 Air Tahoma, Inc., flight 185, a Convair 580, N586P, crashed about 1 mile south of Cincinnati/Northern Kentucky International Airport (CVG), Covington, Kentucky, while on approach to runway 36R. The first officer was killed, and the captain received minor injuries. The airplane was destroyed by impact forces. The flight was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 as a cargo flight for DHL Express² from Memphis International Airport (MEM), Memphis, Tennessee, to CVG. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.</p> <p>The flight crew was scheduled to fly the accident airplane on a roundtrip sequence from MEM to CVG.³ Flight 185 departed MEM about 2329. The first officer was the flying pilot, and the captain performed the nonflying pilot duties. During postaccident interviews, the captain stated that the takeoff and climb portions of the flight were normal.</p> <p>According to the cockpit voice recorder (CVR) transcript, at 0017:49, the captain stated that he was just going to "balance out the fuel here."⁴ The first officer acknowledged. From 0026:30 to 0027:08, the CVR recorded the captain discussing the airplane's weight and balance with the first officer. Specifically, the captain stated, "couldn't figure out why on the landing I was out and I was okay on the takeoff." The captain added, "the momentum is one six six seven and I...put one zero six seven and I couldn't work it." He then stated, "so...we were okay all along."</p> <p>At 0030:40, the first officer stated, "weird." At 0032:31, the captain stated, "okay just let me finish this [the weight and balance paperwork] off and...I'm happy," and, about 2 minutes later, he stated, "okay, back with you here." At 0037:08, the captain contacted Cincinnati Terminal Radar Approach Control (TRACON) and reported an altitude of 11,000 feet mean sea level.⁶ About 1 minute later, the first officer stated, "something's messed up with this thing," and, at 0039:07, he asked "why is this thing?" At 0041:21, the first officer stated that the control wheel felt "funny." He added, "feels like I need a lot of force. it is pushing to the right for some reason. I don't know why...I don't know what's going on." The first officer then repeated twice that it felt like he needed "a lot of force." The CVR did not record the captain responding to any of these comments.</p> <p>At 0043:53, when the airplane was at an altitude of about 4,000 feet, the captain reported to Cincinnati TRACON that he had the runway in sight. The approach controller cleared flight 185 for a visual approach to runway 36R and added, "keep your speed up." The captain acknowledged the clearance and the instruction. The first officer then stated, "what in the world is going on with this plane? sucker is acting so funny." The captain replied, "we'll do a full control check on the ground." At 0044:43, the approach controller again told the captain to "keep your speed up" and</p>					
FACTUAL REPORT - AVIATION					
					Page 1

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA04MA068
	Occurrence Date: 08/13/2004
	Occurrence Type: Accident

Narrative (Continued)

instructed him to contact the CVG Air Traffic Control Tower (ATCT).

At 0045:11, the captain contacted the CVG ATCT and requested clearance to land on runway 36R, and the local control west controller issued the landing clearance. Flight data recorder (FDR) data indicated that, shortly afterward, the airplane passed through about 3,200 feet, and its airspeed began to decrease from about 240 knots indicated airspeed. At 0045:37, when the airplane was at an altitude of about 3,000 feet, the captain started the in-range checklist,8 stating, "bypass is down. hydraulic pressure. quantity checks. AC [alternating current] pump is on. green light. fuel panel. boost pumps on."

About 0046, the first officer stated, "I'm telling you, what is wrong with this plane? it is really funny. I got something all messed up here." The captain replied, "yeah." The first officer then asked, "can you feel it? it's like swinging back and forth." The captain replied, "we've got an imbalance on this...crossfeed I left open." The first officer responded, "oh, is that what it is?" A few seconds later, the first officer stated, "we're gonna flame out." The captain responded, "I got the crossfeed open. just keep power on."

At 0046:45, the CVR recorded a sound similar to decreasing engine rpm. Immediately thereafter, the first officer stated, "we're losing power." At 0046:52, the first officer stated, "we've lost both of them. did we?" The captain responded, "nope." FDR data showed that, about 1 second later, a momentary electrical power interruption occurred when the airplane was at an altitude of about 2,400 feet. At 0046:55, the CVR stopped recording. Airplane performance calculations indicated that, shortly after the power interruption, the airplane's descent rate was about 900 feet per minute (fpm).

According to air traffic control (ATC) transcripts, at 0047:12, the captain reported to the CVG ATCT that the airplane was "having engine problems." The local control west controller asked, "you're having engine problems?" The captain replied, "affirmative." At 0047:28, the controller asked the captain if he needed emergency equipment, and the captain replied, "negative.'" This was the last transmission received by ATC from the accident flight crew. The FDR continued recording until about 0049. The wreckage was located about 1.2 miles short of runway 36R.

FINDINGS

1. The captain and first officer were properly certificated and qualified under Federal regulations.
2. No evidence indicated that flight crew fatigue was a factor in this accident, and no evidence indicated any preexisting medical or behavioral conditions that might have affected the accident flight.
3. The airplane was properly maintained in accordance with Federal regulations and approved company procedures.
4. The recovered components showed no evidence of any preexisting powerplant, system, or structural failures. No evidence indicated that any of the airplane's cargo shifted during the flight.
5. Neither the weather nor the inoperative distance measuring equipment on the Cincinnati/Northern Kentucky International Airport very high frequency omnidirectional range was a factor in this accident.
6. Sufficient fuel was on board the airplane for the flight from Memphis International Airport to Cincinnati/Northern Kentucky International Airport.
7. The captain's preflight weight and balance calculations indicated that the airplane was not within takeoff limits; therefore, he should not have allowed the airplane to take off. However, the

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: DCA04MA068

Occurrence Date: 08/13/2004

Occurrence Type: Accident

Narrative (Continued)

captain's calculations were incorrect, and the airplane's weight and balance were within limits.

8. The captain did not recognize the importance of the cues provided by the first officer, and he failed to perform expected pilot-in-command duties.

9. The captain was preoccupied with the weight and balance calculations during critical portions of the flight and, as a result, he did not monitor the fuel crossfeed operations, which resulted in a fuel imbalance and unusual airplane handling characteristics.

10. The flight crew did not monitor the fuel quantity gauges or respond properly to the airplane's changing handling characteristics, and the captain did not start the in-range checklist at the appropriate altitude; as a result, the crew missed several opportunities to identify the ongoing fuel crossfeed operations and determine that the airplane's fuel was imbalanced.


11. Although fuel transfer is prohibited on the Convair 580 airplane, fuel transfer can occur during fuel crossfeed operations if the fuel tank shutoff valve for the tank not being used is left open.


12. All of the fuel from the airplane's left tank that was not used by the engines transferred into the right tank because the captain intentionally kept the right fuel tank shutoff valve open during fuel crossfeed operations, which was not in accordance with approved fuel crossfeed procedures.

13. During the airplane's descent to landing, the fuel in the left fuel tank, which was providing fuel to both engines, was exhausted because both engine-driven fuel pumps drew air from the left tank into the fuel system instead of fuel from the right tank, resulting in a dual-engine flameout.

14. Fuel transfer can occur on the Convair 580 airplane if it is operated with different fuel boost pump output pressure settings and with the fuel crossfeed valves unintentionally left open.

15. The accident investigation would have benefited from the retrofit of an independent cockpit voice recorder power source and a cockpit image recorder.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DCA04MA068			
		Occurrence Date: 08/13/2004			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
CINCINNATI/NORTHERN KENTUCKY I	CVG	896 Ft. MSL	36R	10000	150
Runway Surface Type: Concrete					
Runway Surface Condition: Dry					
Approach/Arrival Flown: Visual					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Convair Div. of Gen. Dynamics		CV-340 (580)		68	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt.	54600 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Prop	Rolls-Royce	501-D13	3750 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	07/2004	Hours	67948.9 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
N580, Inc		City		State	Zip Code
		Spanaway		WA	
Operator of Aircraft		Street Address			
AIR TAHOMA INC		City		State	Zip Code
		Columbus		OH	
Operator Does Business As:			Operator Designator Code: I5HA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic; Supplemental					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Cargo					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA04MA068
	Occurrence Date: 08/13/2004
	Occurrence Type: Accident

First Pilot Information

Name On File	City	State	Date of Birth On File	Age 49
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number:
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Certificate(s): Airline Transport; Flight Engineer; Foreign; Private

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 07/2004

Medical Cert.: Class 1	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 04/2004
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2500	1337								
Pilot In Command(PIC)		88								
Instructor										
Instruction Received										
Last 90 Days	32									
Last 30 Days	28									
Last 24 Hours	2									

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Memphis	State TN	Airport Identifier MEM	Departure Time	Time Zone
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Destination Same as Accident/Incident Location	State	Airport Identifier CVG	
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Type of Clearance: IFR

Type of Airspace:

Weather Information

Source of Wx Information:

Commercial Weather Service

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA04MA068
	Occurrence Date: 08/13/2004
	Occurrence Type: Accident


Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0050		Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light:
Lowest Ceiling: Overcast			7500 Ft. AGL	Visibility: 10 SM	Altimeter: 30.02 "Hg
Temperature: 13 °C	Dew Point: 11 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:	Wind Speed:	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1		1		2
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	1		2

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: DCA04MA068	
	Occurrence Date: 08/13/2004	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)
Joseph M. Sedor

Additional Persons Participating in This Accident/Incident Investigation:

Tony James
AAI-100, Washington, DC

Brian Mathis
Air Tahoma

Matt Palmberg
Kelowna Flightcraft LTD.

Rick Thorpe
Rolls-Royce Corporation

David McNair
Transportation Safety Board of Canada