

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 08/09/2006

DCA04MA068
File No. 20462 08/13/2004 Florence, KY Aircraft Reg No. N586P Time (Local): 00:49 CDT

Make/Model:	Convair Div. Of Gen. Dynamics / CV-340 (580)	Fatal	1	Serious	0	Minor/None	1
Engine Make/Model:	Rolls-royce / 501-D13	Crew	1		0		1
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	2						
Operating Certificate(s):	Flag Carrier/Domestic; Supplemental						
Name of Carrier:	AIR TAHOMA INC						
Type of Flight Operation:	Non-scheduled; Domestic; Cargo						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

Last Depart. Point:	Memphis, TN	Condition of Light:	
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	7500 Ft. AGL, Overcast
		Visibility:	10.00 SM
		Wind Dir/Speed:	
		Temperature (°C):	13
		Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command	Age: 49	Flight Time (Hours)	
Certificate(s)/Rating(s)		Total All Aircraft:	2500
Airline Transport; Flight Engineer; Foreign; Private; Multi-engine Land; Single-engine Land		Last 90 Days:	32
		Total Make/Model:	1337
Instrument Ratings		Total Instrument Time:	UnK/Nr
Airplane			

The Board's full report is available at <http://www.nts.gov/publicctn/publicctn.htm>, AAR-06/03, PB2006-910403.

On August 13, 2004, about 0049 eastern daylight time, 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 Part 121 as a cargo flight for DHL Express from Memphis International Airport, Memphis, Tennessee, to CVG. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.

Brief of Accident (Continued)

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File No. 20462

08/13/2004

Florence, KY

Aircraft Reg No. N586P

Time (Local): 00:49 CDT

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. (F) INATTENTIVE - PILOT IN COMMAND
 5. (F) CHECKLIST - DELAYED - PILOT IN COMMAND
 6. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - STARVATION
 7. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - FLIGHTCREW
 8. (F) INATTENTIVE - FLIGHTCREW
 9. (F) AIRCRAFT HANDLING - NOT RECOGNIZED - FLIGHTCREW
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

10. TERRAIN CONDITION - GROUND

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

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

fuel starvation resulting from the captain's decision not to follow approved fuel crossfeed procedures. Contributing to the accident were the captain's inadequate preflight planning, his subsequent distraction during the flight, and his late initiation of the in-range checklist. Further contributing to the accident was the flight crew's failure to monitor the fuel gauges and to recognize that the airplane's changing handling characteristics were caused by a fuel imbalance.