

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 04/25/2007

DCA05MA003  
File No. 21534                      10/14/2004                      Jefferson City, MO                      Aircraft Reg No. N8396A                      Time (Local): 00:00 EDT

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Make/Model:	Canadair / CL-600	Fatal	0	Serious	0	Minor/None	0
Engine Make/Model:		Crew	2		0		0
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	Unk/Nr						
Operating Certificate(s):	Flag Carrier/Domestic						
Type of Flight Operation:	Positioning						
Reg. Flight Conducted Under:	Part 91: General Aviation						

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Last Depart. Point:	Little Rock, AK	Condition of Light:	
Destination:	Minneapolis, MN	Weather Info Src:	Unknown
Airport Proximity:		Basic Weather:	
Airport Name:	Unk/Nr	Lowest Ceiling:	
Runway Identification:	Unk/Nr	Visibility:	
Runway Length/Width (Ft):	Unk/Nr	Wind Dir/Speed:	
Runway Surface:		Temperature (°C):	Unk/Nr
Runway Surface Condition:		Precip/Obscuration:	

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Pilot-in-Command	Age:	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: Unk/Nr
		Last 90 Days: Unk/Nr
		Total Make/Model: Unk/Nr
Instrument Ratings		Total Instrument Time: Unk/Nr

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The Safety Board's full report is available at <http://www.nts.gov/publicctn/publicctn.htm>. The Aircraft Accident Report number is NTSB/AAR-07/01.

On October 14, 2004, about 2215:06 central daylight time, Pinnacle Airlines flight 3701 (doing business as Northwest AirlinK), a Bombardier CL-600-2B19, N8396A, crashed into a residential area about 2.5 miles south of Jefferson City Memorial Airport (JEF), Jefferson City, Missouri. The airplane was on a repositioning flight from Little Rock National Airport, Little Rock, Arkansas, to Minneapolis-St. Paul International Airport, Minneapolis, Minnesota. During the flight, both engines flamed out after a pilot-induced aerodynamic stall and were unable to be restarted. The captain and the first officer were killed, and the airplane was destroyed. No one on the ground was injured. The flight was operating under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

DCA05MA003  
File No. 21534

10/14/2004

Jefferson City, MO

Aircraft Reg No. N8396A

Time (Local): 00:00 EDT

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

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - FLIGHTCREW
2. (C) IMPROPER USE OF PROCEDURE - FLIGHTCREW
3. (C) AIR/GROUND COMMUNICATIONS - DELAYED - FLIGHTCREW
4. (C) IMPROPER DECISION - FLIGHTCREW
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - FLIGHTCREW
6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
7. (C) CHECKLIST - IMPROPER USE OF - FLIGHTCREW
8. (C) PLANNING/DECISION - DELAYED - FLIGHTCREW
9. (F) CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - COMPANY/OPERATOR MANAGEMENT
10. (C) PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
11. (C) PROCEDURE INADEQUATE - MANUFACTURER
12. (F) INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE - MANUFACTURER
13. (F) CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
14. (F) TURBINE ASSEMBLY,SEAL - CLEARANCE
15. (F) TURBINE ASSEMBLY,SEAL - LOCKED
16. (F) AIRCRAFT MANUALS,PROCEDURE INFORMATION - INADEQUATE
17. (F) AIRCRAFT MANUALS,PERFORMANCE INFORMATION - INADEQUATE

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

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

(1) the pilots' unprofessional behavior, deviation from standard operating procedures, and poor airmanship, which resulted in an in-flight emergency from which they were unable to recover, in part because of the pilots' inadequate training; (2) the pilots' failure to prepare for an emergency landing in a timely manner, including communicating with air traffic controllers immediately after the emergency about the loss of both engines and the availability of landing sites; and (3) the pilots' improper management of the double engine failure checklist, which allowed the engine cores to stop rotating and resulted in the core lock engine condition. Contributing to this accident were (1) the core lock engine condition, which prevented at least one engine from being restarted, and (2) the airplane flight manuals that did not communicate to pilots the importance of maintaining a minimum airspeed to keep the engine cores rotating.