

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 11/20/2006

DCA05MA011  
File No. 20896                      11/22/2004                      Houston, TX                      Aircraft Reg No. N85VT                      Time (Local): 06:15 CDT

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Make/Model:	Gulfstream Aerospace / G-III	Fatal	Serious	Minor/None
Engine Make/Model:	Rolls-royce / 511-8	Crew 3	0	0
Aircraft Damage:	Destroyed	Pass 0	0	0
Number of Engines:	2			
Operating Certificate(s):	Commuter Air Carrier			
Type of Flight Operation:	Positioning			
Reg. Flight Conducted Under:	Part 91: General Aviation			

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Last Depart. Point:	DALLAS, TX	Condition of Light:	Dawn
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	100 Ft. AGL, Broken
		Visibility:	.13 SM
		Wind Dir/Speed:	090 / 003 Kts
		Temperature (°C):	22
		Precip/Obscuration:	

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Pilot-in-Command	Age: 67	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 19000
Airline Transport; Multi-engine Land; Single-engine Land		Last 90 Days: 90
Instrument Ratings		Total Make/Model: 1000
Airplane		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 Brief number is NTSB/AAB-06/06.

On November 22, 2004, about 0615 central standard time, a Gulfstream G-1159A, N85VT, operated by Business Jet Services Ltd., struck a light pole and crashed about 3 miles southwest of William P. Hobby Airport, Houston, Texas, while on an instrument landing system approach to runway 4. The two pilots and the flight attendant were killed, an individual in a vehicle near the airport received minor injuries, and the airplane was destroyed by impact forces. The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Instrument meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) CONTINUED BELOW - FLIGHTCREW
2. (F) IMPROPER USE OF PROCEDURE - FLIGHTCREW
3. (C) FLIGHT/NAVIGATION INSTRUMENT(S) - NOT VERIFIED - FLIGHTCREW

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.  
the flight crew's failure to adequately monitor and cross check the flight instruments during the approach. Contributing to the accident was the flight crew's failure to select the instrument landing system frequency in a timely manner and to adhere to approved company approach procedures, including the stabilized approach criteria.