



Aviation Investigation Final Report

Location:	RENO, Nevada	Accident Number:	SEA89LA043
Date & Time:	January 29, 1989, 15:20 Local	Registration:	N4639W
Aircraft:	Gulfstream 112TCA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

ON FOURTH POWER-OFF APPROACH TO TOUCH-AND-GO LANDING, THE PLT OVERSHOT THE CENTERLINE AND BANKED BACK STEEPLY, DRAGGING WINGTIP BEFORE TOUCHDOWN. THE CFI TOOK CONTROL AND EXECUTED A TAKEOFF AND FLEW AROUND THE PATTERN TO LAND AGAIN. IT WAS LATER DISCOVERED THAT THE LEFT WING WAS BENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRPLANE AND THE CFI'S INADEQUATE SUPERVISION OF THE PILOT.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 23, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	440 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gulfstream	Registration:	N4639W
Model/Series:	112TCA 112TCA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13169
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TO-360-C1A6D
Registered Owner:	JERRY A. HOWLE	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RNO ,4412 ft msl	Distance from Accident Site:	
Observation Time:	15:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	RENO RNO	Runway Surface Type:	Asphalt
Airport Elevation:	4412 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6101 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.48096,-119.740913(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	DAVE MILLER; RENO , NV
Original Publish Date:	September 28, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40975

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).