



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGFIELD, OH	Accident Number:	ATL88MA089
Date & Time:	02/09/1988, 1500 EST	Registration:	N823JS
Aircraft:	BRITISH AEROSPACE 3101	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

A COMPANY DESIGNATED INSTR AND TWO F/O TRAINEES WERE CONDUCTING A FAR 135 TRNG FLT. THE THIRD APCH WAS TERMINATED WITH AGO-AROUND INITIATED OVER THE RWY THRESHOLD AT ABOUT 50 FT. AFTER CLIMBING TO ABOUT 150 FT, THE ACFT WAS OBSERVED TO OSCILLATE IN YAW, FOLLOWED BY PITCH, AND THEN ROLL TO THE RIGHT. THE ACFT IMPACTED IN A NEAR-VERTICAL DESCENT ATTITUDE. THE INVESTIGATION REVEALED THAT THE RIGHT ENGINE WAS OPERATING, BUT AT REDUCED POWER. THE LEFT ENGINE WAS AT FULL POWER.THERE WAS NO INDICATION OF ACFT SYSTEM MALFUNCTION OR FAILURE. COMPANY PILOTS INDICATED THAT THE CAPT HAD A HISTORY OF DEMEANING COCKPIT BEHAVIOR AND ROUGHNESS WITH STUDENTS. THE F/O, WAS SMALL IN STATURE AND HAD 100 HRS OF MULTI-ENG TIME AND NO TURBOPROP TIME. COMPANY PILOTS REPORTED THE F/O TRAINEE WAS CONSISTENTLY BEHIND THE ACFT IN PRIOR FLIGHTS. EXAM OF THE ACFT REVEALED THE FLAPS IN THE RETRACTED POSITION CONTRARY TO ACFT HANDBOOK. COMPANY PILOTS FURTHER INDICATED THE CAPT HAD HISTORY OF REQUIRING LOW ALTITUDE 1-ENG GO-AROUNDS AND DELAYING OFFERS OF ASSISTANCE TO STUDENTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
 3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
 5. LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
 6. EXCESSIVE WORKLOAD (TASK OVERLOAD) - DUAL STUDENT
 7. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 8. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	01/20/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8670 hours (Total, all aircraft), 1030 hours (Total, this make and model), 84 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BRITISH AEROSPACE	Registration:	N823JS
Model/Series:	3101 3101	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	623
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	01/27/1988, AAIP	Certified Max Gross Wt.:	14550 lbs
Time Since Last Inspection:	69 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	8219 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-10UF
Registered Owner:	E. F. HUTTON CAPITAL CORP.	Rated Power:	940 hp
Operator:	JESTREAM INT'L AIRLINES	Air Carrier Operating Certificate:	Commuter Air Carrier (135)
Operator Does Business As:	PIEDMONT COMMUTER	Operator Designator Code:	JIAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SGH, 1052 ft msl	Observation Time:	1455 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-1 °C / -2 °C
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility	5 Miles
Wind Speed/Gusts, Direction:	8 knots, 270°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	DAYTON, OH (DAY)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1200 EST	Type of Airspace:	Class D

Airport Information

Airport:	BECKLEY MUNI (SGH)	Runway Surface Type:	Asphalt
Airport Elevation:	1052 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	ILS
Runway Length/Width:	8999 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Adopted Date:	08/04/1989
Additional Participating Persons:	PETER B BAKER; PHOENIX, AZ MARK A HOLTGRAVE; CINCINNATI, OH DAVE M SHIMIC; DAYTON, OH COLIN S IRVINE		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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