



National Transportation Safety Board Aviation Accident Final Report

Location:	ROMEO, MI	Accident Number:	CHI92FA032
Date & Time:	11/22/1991, 1050 EST	Registration:	N24169
Aircraft:	Beech B100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH TREES AND TERRAIN AFTER BEING CLEARED FOR A NONPRECISION INSTRUMENT APPROACH. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED. THE MINIMUM DESCENT ALTITUDE FOR THE APPROACH PROFILE FROM AN INTERMEDIATE INTERSECTION TO THE MISSED APPROACH POINT IS 1,460 FEET. THE ELEVATION OF DESTINATION AIRPORT IS 745 FEET. THE ELEVATION OF THE ACCIDENT SITE IS 880 FEET. TWO PERSONS WITNESSED THE ACCIDENT SEQUENCE. BOTH PERSONS SAW THE AIRPLANE IN LEVEL, LOW ALTITUDE FLIGHT WITH THE LANDING GEAR DOWN BEFORE IT STRUCK THE TREE TOPS. THEY DESCRIBED HOW THE AIRPLANE PULLED UP AND THEN ROLLED BEFORE IT STRUCK THE GROUND. ONE WITNESS DESCRIBED HOW THE AIRPLANE WAS FLYING AT THE BASE OF THE CLOUDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S IMPROPER INFLIGHT DECISION AND THE MINIMUM DESCENT ALTITUDE DISREGARDED DURING AN INSTRUMENT APPROACH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. OBJECT - TREE(S)
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last Medical Exam:	08/30/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2607 hours (Total, all aircraft), 99 hours (Total, this make and model), 2341 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N24169
Model/Series:	B100 B100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BE-38
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	04/29/1991, 100 Hour	Certified Max Gross Wt.:	11800 lbs
Time Since Last Inspection:	122 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	4298 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-6-252
Registered Owner:	LIGON BROTHERS MANUFACTURING	Rated Power:	715 hp
Operator:	LIGON BROTHERS MANUFACTURING	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	Overcast / 200 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:		Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, OH (2I4)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0942 EST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	William C Bruce	Adopted Date:	04/23/1993
Additional Participating Persons:	D. SUNDAY		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.