



National Transportation Safety Board Aviation Accident Final Report

Location:	CLEVELAND, OH	Accident Number:	BF094LA050
Date & Time:	02/24/1994, 0640 CST	Registration:	N8279G
Aircraft:	BEECH 400	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

During the approach, the copilot attempted to turn on the runway lights by keying his microphone, but could not get the lights to activate. They further reported that they continued the approach and had the VASI lights in sight. The runway did not have VASI lights. About one minute before touchdown, the copilot said he did know where the runway was, but for the pilot '...to hold what he had.' About 45 seconds before touchdown the pilot said he had the '...runway now.' The copilot said he had the runway in sight also. They continued the approach until the airplane collided with terrain between the runway and a taxiway. The runway lights did not activate. Examination revealed that none of the communications radios were tuned to the proper frequency to activate the lights.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to use the proper radio frequency to activate the airport runway lights, and the pilot's improper decision to continue his approach and land without the runway lights being on.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - SNOW
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) COMMUNICATIONS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

On Thursday, February 24, 1994, about 0640 hours central standard time, a Beech BE-400 airplane, N8279G, piloted by Stephen C. Berry, collided with the terrain during landing at Cuyahoga County Airport near Cleveland, Ohio. The certificated airline transport pilot and co-pilot and their four passengers were not injured. The airplane received substantial damage. The airplane, being flown on a sales demonstration/business flight, was operated by Beechcraft Sales - South, Incorporated of Wichita, Kansas. The flight originated in Finely, Ohio at 0600 eastern standard time and was arriving at its destination when the accident occurred. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed.

The flight crew reported they were executing an instrument landing system (ILS) approach to runway 23 at Cuyahoga County Airport. They reported "breaking out" at 1,800 feet above ground level. The pilot-in-command stated "After entering VFR conditions no runway lights were observed. The co-pilot attempted to turn on the lights by keying the VHF transmitter." They further reported that they continued the approach for landing and had the VASI lights in sight. Runway 23 does not have a VASI, but it has an approach lighting system. They said that they realized they were not going to land on the runway, but it was too late to execute a go-around. The airplane impacted a grass area between runway 23 and taxiway Alpha.

FAA safety inspectors examined the airplane cockpit and found the co-pilot's radio tuning unit to exhibit the frequency of 121.8 in the COM 1 position and 122.8 in the preselect. U.S. Terminal Procedures effective January 6, 1994, to March 3, 1994, designates, 118.5 as the Common Traffic Advisory Frequency, 122.95 as Unicom, and 121.8 as ground control. The Cuyahoga County airport manager was telephonically interviewed and stated he was unaware of any malfunctions or problems with the lighting system and confirmed the above frequencies.

Pilot Information

Certificate:	Airline Transport	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last Medical Exam:	02/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 1300 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N8279G
Model/Series:	400 400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	RK-79
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	16100 lbs
Time Since Last Inspection:	75 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	75 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	JT15D-5
Registered Owner:	BEEHCRAFT SALES, INC	Rated Power:	2900 lbs
Operator:	BEEHCRAFT SALES, INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CGF, 879 ft msl	Observation Time:	0650 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-3° C / -6° C
Lowest Ceiling:	Broken / 1200 ft agl	Visibility	1 Miles
Wind Speed/Gusts, Direction:	16 knots, 250°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	FINLEY, OH (FDY)	Type of Flight Plan Filed:	IFR
Destination:	, CG	Type of Clearance:	IFR
Departure Time:	0600 CST	Type of Airspace:	Class G

Airport Information

Airport:	CUYAHOGA COUNTY (CGF)	Runway Surface Type:	Concrete
Airport Elevation:	879 ft	Runway Surface Condition:	Snow--dry
Runway Used:	23	IFR Approach:	Localizer Only
Runway Length/Width:	5101 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): RICHARD V CHILDRESS, **Adopted Date:** 04/12/1995

Additional Participating Persons: JIM STERMER; WICHITA, KS
RAY GOODWIN; CLEVELAND, OH

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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