



National Transportation Safety Board Aviation Accident Final Report

Location:	EAST GREENWICH, RI	Accident Number:	ATL86FA032
Date & Time:	11/27/1985, 0541 EST	Registration:	N220F
Aircraft:	BEECH C90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE ACFT CRASHED ABOUT NINE MILES SHORT OF THE RWY DURING AN ILS APPROACH TO WARWICK, RI IN IMC WX. THE ACFT HAD BEEN CLEARED TO DESCEND FROM 13000 TO 3000 FT. THE ACFT CRASHED OUTSIDE THE OUTER MARKER. THE CO-PLT HAD REPORTED THE ACFT AS INSIDE THE OUTER MARKER. THE CREW DID NOT REPORT ANY ACFT PROBLEMS. THE APPROACH PROCEDURE REQUIRES THAT THE FLT CROSS THE OUTER MARKER AT 1800 FT MSL. 5 MILES FROM TOUCHDOWN. MINIMUM WX IS 200 FT CEILING & 1/2 MILE VIS. SURFACE OBSERVATION AT TIME OF THE ACC WAS 300 FT OVERCAST WITH 1 & 1/2 MILES VISIBILITY. POST ACC EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY MALFUNCTIONS OR FAILURES IN THE EQUIPMENT.

Probable Cause and Findings

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

Findings

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

Findings

1. OBJECT - TREE(S)
2. (C) IFR PROCEDURE - NOT USED - PILOT IN COMMAND
3. (C) DECISION HEIGHT - BELOW - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/16/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13005 hours (Total, all aircraft), 200 hours (Total, this make and model), 11200 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N220F
Model/Series:	C90 C90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ981
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	09/19/1985, Continuous Airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	83 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1472 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-21
Registered Owner:	JEN ROB AVIATION INC	Rated Power:	530 hp
Operator:		Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	NORTHEAST AIRWAYS	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PVD, 56 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	0543 EST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0430 EST	Type of Airspace:	Class E

Airport Information

Airport:	T. F. GREEN	Runway Surface Type:	Asphalt
Airport Elevation:	56 ft	Runway Surface Condition:	Wet
Runway Used:	5	IFR Approach:	ILS
Runway Length/Width:	7166 ft / 200 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:	JOHN WARD; WICHITA, KS THOMAS FULLER; BEDFORD, MA		
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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).