



# National Transportation Safety Board Aviation Accident Final Report

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

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## 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

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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

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/20/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BRITISH AEROSPACE	<b>Registration:</b>	N823JS
<b>Model/Series:</b>	3101 3101	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	623
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	21
<b>Date/Type of Last Inspection:</b>	01/27/1988, AAIP	<b>Certified Max Gross Wt.:</b>	14550 lbs
<b>Time Since Last Inspection:</b>	69 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	8219 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TPE-331-10UF
<b>Registered Owner:</b>	E. F. HUTTON CAPITAL CORP.	<b>Rated Power:</b>	940 hp
<b>Operator:</b>	JESTREAM INT'L AIRLINES	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	PIEDMONT COMMUTER	<b>Operator Designator Code:</b>	JIAA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SGH, 1052 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1455 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1° C / -2° C
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	Report 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).