



# National Transportation Safety Board Aviation Accident Final Report

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

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## 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

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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
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<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>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/30/1991
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
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	Report 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 <a href="mailto:pubinq@ntsb.gov">pubinq@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](#).