



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. MARY'S, PA	Accident Number:	NYC85FA064
Date & Time:	02/13/1985, 2200 EST	Registration:	N2019U
Aircraft:	BEECH G90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACFT CRASHED DURING A LOG DME APPROACH. ACCORDING TO ATC THE ACFT CRASHED AFTER MAKING A PROCEDURE TURN AT THE FAF. THE WINDS IN THE AREA WERE BEING CALLED 250 DEGREES AT 10 KTS GUSTING TO 28 KNTS. A CAUTION ON THE APCH PLATE HAS A REMARK, '-PRECIPITIOUS TERRAIN-EXPECT TURBULENCE.'

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. (C) MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	55, Male
Airplane Rating(s):	Multi-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):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/29/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2019U
Model/Series:	G90 G90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-792
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	01/30/1985, AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	25 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2930 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-21
Registered Owner:	HEPBURNIA COAL SALES CORP.	Rated Power:	550 hp
Operator:	BEECHWOODS AIR SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BFD, 2143 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	2155 EST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-7° C / -12° C
Precipitation and Obscuration:			
Departure Point:	DUBOIS, PA (DUJ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	ST. MARYS (8G5)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--dry
Runway Used:	28	IFR Approach:	Localizer Only
Runway Length/Width:		VFR Approach/Landing:	None

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:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	
Additional Participating Persons:	JERRY OSTRONIC; WEST MIFFLIN, PA FRANK TURKO; WEST MIFFLIN, PA DARREL NOLAND; WICHITA, KS		
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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).