



National Transportation Safety Board Aviation Accident Final Report

Location:	CONOVER, NC	Accident Number:	ATL85FA261
Date & Time:	08/28/1985, 0145 EDT	Registration:	N992SB
Aircraft:	Beech C-99	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

ACFT WAS ON TRNG FLT FOR INITIAL COPILOT QUAL FOR COMMUTER AIR CARRIER. INSTRUCTOR AND TWO TRAINEES WERE ON BOARD. THE ACFT DEPARTED CHARLOTTE AT ABOUT 2314EDT FOR THE HICKORY AREA FOR TRNG. AT ABOUT 0015EDT, IT WAS REPORTED THAT THE CREW VISITED THE HICKORY FSS. AFTER DEPARTING HICKORY, THE ACFT CLIMBED TO 5500 FT AND REMAINED GENERALLY BETWEEN CHARLOTTE. AT ABOUT 0145EDT, RADAR DATA SHOWED THE ACFT TO BE IN A STEEPENING DESCENT AND GAINING SPEED. THE ACFT COLLIDED WITH TREE LIMBS, A UTILITY POLE AND THE GROUND IN ABOUT 35 DEGREE ANGLE OF DESCENT IN A RESIDENTIAL AREA OF CONOVER NC. INVESTIGATION REVEALED A NOSE UP TRIM, WHICH WAS APPROX 75 PERCENT OF THE AVAILABLE UP-TRIM (3.38 DEGREES UP-NOSE). THIS IS AN ABNORMAL SETTING; SO THE ENTIRE TRIM UNIT WAS RETAINED & SENT TO THE TALLEY CORP FOR DETAILED EXAM. THE RAM END FITTINGS WERE SENT TO GA TECH RESEARCH FOR SURFACE FRACTURE ANALYSIS. THE EXAM SHOWED DUCTILE OVERSTRESS & NO INDICATION OF PRE-CRACKED CONDITION. PITCH TRIM EMERGENCIES ARE A PART OF SUNBIRDS C-99 TRAINING PROGRAM (FIT 1 & 2)

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

1. (C) EMERGENCY PROCEDURE - SELECTED - PILOT IN COMMAND(CFI)
2. (C) REMEDIAL ACTION - NOT PERFORMED - DUAL STUDENT
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. (C) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI)
6. (C) SUPERVISION - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. (F) COMPLACENCY - PILOT IN COMMAND(CFI)
8. (C) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/16/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5309 hours (Total, all aircraft), 950 hours (Total, this make and model), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N992SB
Model/Series:	C-99 C-99	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U-170
Landing Gear Type:	Retractable - Tricycle	Seats:	17
Date/Type of Last Inspection:	08/21/1985, AAIP	Certified Max Gross Wt.:	11300 lbs
Time Since Last Inspection:	35 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	7651 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-36
Registered Owner:	BEECH ACCEPTANCE CORP., INC.	Rated Power:	715 hp
Operator:	SUNBIRD AIRLINE, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	PIEDMONT COMMUTER	Operator Designator Code:	SABA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HKY, 1189 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0150 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 19° C
Precipitation and Obscuration:			
Departure Point:	HICKORY, NC (HKY)	Type of Flight Plan Filed:	None
Destination:	CHARLOTTE, NC (CLT)	Type of Clearance:	None
Departure Time:	0054 EDT	Type of Airspace:	Class G

Airport Information

Airport:	HICKORY (HKY)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	
Additional Participating Persons:	CHARLES GRAY JOHN WARD FRANCIS L BUCH GEORGE J STARNES		
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 pubinquiry@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](#).