



National Transportation Safety Board

Aviation Accident Final Report

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|-------------------------|--------------------------------------|------------------|--------------------|
| Location: | PEA RIDGE, AR | Accident Number: | MKC85FA037 |
| Date & Time: | 12/20/1984, 1920 CST | Registration: | N9229Y |
| Aircraft: | AERO COMMANDER 690A | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal, 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

PLT WAS CLEARED FOR VOR/DME APPROACH TO ROGERS ARPT BY FAYETTEVILLE APCH CONTROL; FAYETTEVILLE ALTIMETER SETTING OF 29.85 (CONFIRMED BY RECORDED TRANSCRIPT) FURNISHED. PLT DID NOT READ BACK. DURING APCH, ACFT IMPACTED TREES 25 FT AGL AT APRX 1320 FT MSL, 3 MILES SHORT OF ARPT. INVESTIGATION SHOWED PLT'S ALTIMETER SET AT 30.14 (ALTIMETER WOULD READ 290 FT HIGHER THAN ACFT ACTUAL ALTITUDE). PLT'S RECALL WAS THAT THE 30.14 SETTING WAS FURNISHED BY APCH CONTROL. PLT FURTHER STATED LAST RECALLED ALTITUDE READING WAS 1750 FT. APCH PLATE SHOWS 1700 FT MDA WITH ROGERS ALTIMETER SETTING; INCREASE MDA BY 100 FT IF USING FAYETTEVILLE SETTING.

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. (F) AIR/GROUND COMMUNICATIONS - INATTENTIVE - PILOT IN COMMAND
2. (F) COMPLACENCY - PILOT IN COMMAND
3. (F) ALTIMETER SETTING - INACCURATE - PILOT IN COMMAND
4. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. (C) MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 24, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 04/24/1984 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 4900 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | AERO COMMANDER | Registration: | N9229Y |
| Model/Series: | 690A 690A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 11122 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 11 |
| Date/Type of Last Inspection: | 07/11/1984, AAIP | Certified Max Gross Wt.: | 10250 lbs |
| Time Since Last Inspection: | 87 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 2857 Hours | Engine Manufacturer: | GARRETT |
| ELT: | Installed, not activated | Engine Model/Series: | TPE3315251K |
| Registered Owner: | J AND D LEASING | Rated Power: | 715 hp |
| Operator: | NORTHWEST AIR CHARTER | Operating Certificate(s) Held: | On-demand Air Taxi (135) |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|--------------------------------------|-------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | FYV, 1251 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 1953 CST | Direction from Accident Site: | 190° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 2 Miles |
| Lowest Ceiling: | Overcast / 800 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 11°C / 11°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | BATON ROUGE, LA (BTR) | Type of Flight Plan Filed: | IFR |
| Destination: | | Type of Clearance: | IFR |
| Departure Time: | 1735 CST | Type of Airspace: | |

Airport Information

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|----------------------|------------------------------|---------------------------|---------|
| Airport: | FIELD MUNICIPAL-CARTER (ROG) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1361 ft | Runway Surface Condition: | Wet |
| Runway Used: | 19 | IFR Approach: | VOR/DME |
| Runway Length/Width: | 6000 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|--------------------|----------------------|-----------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Fatal, 1 Serious | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|
| Investigator In Charge (IIC): | EUGENE ROTH | Report Date: |
| Additional Participating Persons: | JOHN CIASCA, JR.; LITTLE ROCK, AR | |
| 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.ntsb.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](#).