



National Transportation Safety Board Aviation Accident Final Report

Location:	CEDARVILLE, NJ	Accident Number:	NYC85FA059
Date & Time:	02/01/1985, 2147 EST	Registration:	N72BS
Aircraft:	Beech A100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

THE TWO ATP RATED PLTS WERE EN ROUTE BACK TO THEIR HOME BASE ARPT FLYING ON AN IFR FLT PLAN IN ACTUAL INSTRUMENT WX CONDITIONS. COMMUNICATIONS WITH ATC CONTROLLERS WAS NORMAL. DURING A NIGHT LOCALIZER APCH INTO MILLVILLE MUNICIPAL ARPT, AN ATC SPECIALIST OBSERVED THE ACFT PASSING THROUGH THE LOCALIZER TRACK AND ISSUED A VECTOR FOR RE-INTERCEPTION. THE ACFT WAS SUBSEQUENTLY OBSERVED TRACKING INBOUND ON COURSE. THE PLT REPORTED CROSSING THE OM. THIS WAS THE LAST TRANSMISSION HEARD FROM THE PLT AND WAS ROUTINE. THE ACFT CRASHED INTO A WOODED AREA JUST BEYOND THE OM AND WAS DESTROYED IN A POST IMPACT FIRE. POST ACCIDENT EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE TO INDICATE THE LEFT ENG WAS PRODUCING LESS PWR THAN THE RIGHT ENG AT IMPACT.

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 OBJECT

Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (F) LIGHT CONDITION - DARK NIGHT
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

7. ENGINE ASSEMBLY - FAILURE,PARTIAL
8. (C) ENGINE ASSEMBLY - UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/11/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	17300 hours (Total, all aircraft), 4000 hours (Total, this make and model), 17126 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N72BS
Model/Series:	A100 A100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B-113
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	01/31/1985, AAIP	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	7 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	5668 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	LISA FLITE CORPORATION	Rated Power:	680 hp
Operator:	LISA FLITE CORPORATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MIV, 83 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2150 EST	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / 2° C
Precipitation and Obscuration:			
Departure Point:	RIDGELAND, SC (3J1)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1952 EST	Type of Airspace:	Airport Advisory Area; Class D

Airport Information

Airport:	MILVILLE MUNICIPAL (MIV)	Runway Surface Type:	Concrete
Airport Elevation:	83 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	Localizer Only
Runway Length/Width:	5000 ft / 150 ft	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:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE O CARROLL	Report Date:	
Additional Participating Persons:	MATHEW ELKAM; PHILADELPHIA, PA MIKE H MCCLURE; WICHITA, KS PAUL J FOGERTY; NEWTOWN SQUARE, PA		
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/ .		

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](#).