



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	JACKSONVILLE, FL	<b>Accident Number:</b>	MIA89FA113
<b>Date &amp; Time:</b>	03/22/1989, 2244 EST	<b>Registration:</b>	N77BR
<b>Aircraft:</b>	PIPER AEROSTAR 600	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

---

## Analysis

DRG ARRIVAL, THE PLT WAS CLRD FOR AN ILS RWY 7 APCH. ALSO, HE WAS ADZD OF A DC-9 THAT WAS 4 MI AHEAD & WAS TOLD TO USE CAUTION FOR WAKE TURBULENCE. AS THE ACFT WAS ON FINAL APCH, IT DESCENDED BELOW THE ILS GLIDE SLOPE & SUBSEQUENTLY HIT TREES & CRASHED ABOUT 1.8 MI SHORT OF THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENGS WAS FOUND THAT WOULD HAVE RESULTED IN AN ACDNT. ALSO, THERE WERE NO REPORTED PROBLEMS WITH THE ILS SYSTEM & IT TESTED NORMAL AFTER THE ACDNT. THE PLT HELD A COMMERCIAL PLT CERTIFICATE WHICH WAS GOOD FOR SINGLE ENGINE LAND ACFT; HIS MULTI-ENGINE PRIVILEGES WERE AUTHORIZED AS A PRIVATE PLT, ONLY. AN NTSB PERFORMANCE STUDY SHOWED THE ACFT WAS 2 MIN & 57 SEC BEHIND THE DC-9. RADAR DATA INDCD THE ACFT DID NOT EXCEED A BANK ANGLE OF 32 DEG & NO EXCESSIVE G-VALUES WERE EVIDENT DRG THE APCH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER USE OF THE IFR PROCEDURE BY THE PILOT, HIS FAILURE TO MAINTAIN A PROPER GLIDE PATH, AND HIS FAILURE TO IDENTIFY THE DECISION HEIGHT.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

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

### Findings

1. LIGHT CONDITION - DARK NIGHT
2. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/26/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2575 hours (Total, all aircraft), 1250 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 93 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N77BR
Model/Series:	AEROSTAR 600 AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6007961193
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	03/20/1989, AAIP	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	14 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3891 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1F5
Registered Owner:	TOP FLIGHT AIR SERVICE INC	Rated Power:	285 hp
Operator:	TOP FLIGHT AIR SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FMTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JAX, 30 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2250 EST	Direction from Accident Site:	70°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 15° C
Precipitation and Obscuration:			
Departure Point:	ATLANTA, GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2108 EST	Type of Airspace:	

## Airport Information

Airport:	JACKSONVILLE INTL (JAX)	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft	Runway Surface Condition:	Wet
Runway Used:	7	IFR Approach:	ILS
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	09/05/1990
Additional Participating Persons:	JAMES BROWN; WILLIAMSPORT, PA GEORGE ERDEL; JACKSONVILLE, FL TOM INGLIMA; ST PETERSBURG, FL SCOTT CALHOUN; TAMPA, FL		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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](#).