



National Transportation Safety Board Aviation Accident Final Report

Location:	LITTLE ROCK, AR	Accident Number:	MKC90MA049
Date & Time:	01/19/1990, 1709 CST	Registration:	N46TE
Aircraft:	GRUMMAN G1159	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	7 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

DRG ARRIVAL, HVY RAIN SHOWERS WERE RPRTD WEST OF ARPT. AT THE ARPT, THE WX WAS ABT 200' OBSCD WITH FOG & DRIZZLE, WND WAS EASTERLY AT 5 TO 7 KTS. THE PLTS INTENDED TO LND ON RWY 22, BUT AFTER BEING TOLD THE WND WAS GSTG TO 27 KTS, THEY ELECTED TO LND ON RWY 4. THE ACTUAL WND WAS NOT GSTY. THE ERRONEOUS GST INDCN WAS FM A MALFUNCTION OF THE LLWAS. ON FINAL APCH FOR AN ILS RWY 4 APCH, THE FLT WAS ADZD THE WND WAS FM 030 DEG AT 5 KTS & THE RVR WAS 1800 FT. MIN RVR FOR THE APCH WAS 2400'. THE CREW ACKNOWLEDGED; 22 SEC LTR, THE ELT ACTVTD AS THE ACFT TOUCHED DWN 1600' SHRT OF RWY 4 & HIT APCH LGTG SYS, RAILROAD TRACKS & A FENCE. INV REVEALED THE ACFT DSCNDD THRU WINDSHEAR. WHILE MNVRG ONTO FINAL APCH; GND SPD VARIED BTN 320 & 190 KTS AS ACFT WAS MNVRD THRU TAILWIND TO HEADWIND NR FAF. CVR DATA VERIFIED A DELAY IN DSCNT FM 4000' TO 1900' BFR RCHG FAF & THAT THE GEAR WARNING HORN SOUNDED BFR EXTN OF GEAR & SPD BRAKES. THERE WAS EVIDENCE OF LOW ENG RPM DRG IMPACT, BUT NO PREIMPACT MECH PRBLM WAS FND. EACH PLT HAD OVER 10,000 HRS OF FLT TIME, BUT ONLY ABT 160 HRS EACH IN JET ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND TO FOLLOW IFR PROCEDURES (MAINTAIN AN ILS GLIDE PATH OR INITIATE A MISSED APPROACH) DURING AN IFR ARRIVAL TO THE AIRPORT. FACTORS RELATED TO THE ACCIDENT WERE: UNFAVORABLE WEATHER CONDITIONS, AN ERRONEOUS WIND INDICATION FROM THE LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS), WHICH RESULTED IN AN INACCURATE WEATHER (WIND) OBSERVATION, AND FAILURE OF THE PILOTS TO TAKE ADEQUATE REMEDIAL ACTION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

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

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (F) WEATHER CONDITION - FOG
 3. (F) WEATHER CONDITION - DRIZZLE/MIST
 4. (F) WEATHER CONDITION - UNFAVORABLE WIND
 5. (F) WEATHER CONDITION - WINDSHEAR
 6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
 7. (F) AIRPORT FACILITIES,WIND DIRECTION INDICATOR - FAILURE,PARTIAL
 8. (F) WEATHER OBSERVATION - INACCURATE
 9. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 10. (F) REMEDIAL ACTION - INADEQUATE
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

11. OBJECT - APPROACH LIGHT/NAVAID
12. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	59, 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:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/20/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18609 hours (Total, all aircraft), 160 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N46TE
Model/Series:	G1159 G1159	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	0243
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	01/10/1990, Continuous Airworthiness	Certified Max Gross Wt.:	65600 lbs
Time Since Last Inspection:	31 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	5812 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	SPEY 511-8
Registered Owner:	TENNESSEE EASTMAN KODAK	Rated Power:	11400 lbs
Operator:	TENNESSEE EASTMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	LIT, 258 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1715 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8° C / 7° C
Precipitation and Obscuration:			
Departure Point:	LONGVIEW, TX (GGG)	Type of Flight Plan Filed:	IFR
Destination:	(LIT)	Type of Clearance:	IFR
Departure Time:	1630 CST	Type of Airspace:	

Airport Information

Airport:	ADAMS FIELD (LIT)	Runway Surface Type:	Asphalt
Airport Elevation:	258 ft	Runway Surface Condition:	Wet
Runway Used:	4	IFR Approach:	ILS
Runway Length/Width:	7173 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	7 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:	01/03/1992
Additional Participating Persons:	P. KERWIN J. LASHBROOK W. R KLASSEN W. M O'ROURKE		
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/ .		

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