



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. AUGUSTINE, FL	Accident Number:	MIA92GA107
Date & Time:	04/09/1992, 0710 EDT	Registration:	N105FL
Aircraft:	BEECH C90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Analysis

THE AIRPLANE DISAPPEARED FROM RADAR ABOUT 1-1/2 MI SHORT OF THE AIRPORT DURING A VOR RUNWAY 13 APPROACH. RADAR DATA SHOWS THAT THE ALTITUDES, DESCENT RATES, AND GROUND SPEEDS WERE CONSISTENT WITH THE APPROACH PROFILE. THE LAST RADAR POSITION OF THE AIRPLANE WAS AT 100 FT ON THE RUNWAY EXTENDED CENTERLINE. THE DEBRIS PATH WAS ALIGNED ON A 130 DEG MAG HEADING. WITNESSES STATED THAT THE VISIBILITY WAS NEAR ZERO IN FOG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY ADHERE TO THE PUBLISHED INSTRUMENT APPROACH PROCEDURE WHICH RESULTED IN DESCENT BELOW THE MINIMUM DESCENT ALTITUDE. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE THE LOW CEILING AND FOG.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	50, 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):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7350 hours (Total, all aircraft), 1600 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N105FL
Model/Series:	C90 C90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-1215
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/28/1992, Continuous Airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	133 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1338 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-21
Registered Owner:	STATE OF FLORIDA	Rated Power:	550 hp
Operator:	STATE OF FLORIDA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	SGJ, 11 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0700 EDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Partial Obscuration / 300 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 11° C
Precipitation and Obscuration:			
Departure Point:	TALLAHASSEE, FL (THL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0615 EDT	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	01/31/1994
Additional Participating Persons:	JAMES GUEST; JACKSONVILLE, FL NORMAN PIASECKI; WEST PALM BEACH, FL DONALD KNUDSON; WITCHITA, KS GARY ZINDARS; ATLANTA, GA		
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](#).