



National Transportation Safety Board Aviation Accident Final Report

Location:	ROME, GA	Accident Number:	DCA92MA011
Date & Time:	12/11/1991, 0941 EST	Registration:	N25BR
Aircraft:	BEECH 400	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	9 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

BEFORE TAKEOFF, AN IFR FLT PLAN WAS FILED FOR A 15 MIN FLT FROM ROME, GA, TO HUNTSVILLE, AL. TAKEOFF WAS COMMENCED AT 0937 EST WITH THE COPLT FLYING THE ACFT. AFTER A VFR TAKEOFF, THE CAPT CONTACTED ATLANTA CENTER TO OBTAIN AN IFR CLNC. THE CONTROLLER ADVISED THAT OTHER TRAFFIC WAS IN THE AREA & INSTRUCTED THE FLT TO REMAIN VFR (WHILE AN IFR CLNC WAS BEING ARRANGED). AT THAT TIME, THE FLT RPRTD AT 1300' IN VFR CONDS. WHILE WAITING FOR AN IFR CLNC, THE CREW BECAME CONCERNED ABOUT HIGHER TERRAIN & LOW CEILINGS. AT ABOUT 0940, THE CAPT DIRECTED THE COPLT TO FLY 'BACK TO THE RIGHT.' APRX 1 MIN LATER, THE CVR STOPPED RECORDING & RADIO CONTACT WAS LOST WITH THE ACFT. LATER, THE ACFT WAS FOUND WHERE IT HAD COLLIDED WITH THE TOP OF MT LAVENDAR. ELEVATION OF THE CRASH SITE WAS APRX 1580' MSL. THE ACFT WAS NOT EQUIPPED WITH A GROUND PROXIMITY WARNING SYS. (FOR DETAILS SEE: SUMMARY REPORT)

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CAPTAIN'S DECISION TO INITIATE VISUAL FLIGHT INTO AN AREA OF KNOWN MOUNTAINOUS TERRAIN AND LOW CEILINGS AND THE FAILURE OF THE FLIGHTCREW TO MAINTAIN AWARENESS OF THEIR PROXIMITY TO THE TERRAIN.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB

Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/08/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	17000 hours (Total, all aircraft), 600 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N25BR
Model/Series:	400 400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Transport	Serial Number:	RJ-57
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	10/17/1991, Continuous Airworthiness	Certified Max Gross Wt.:	15780 lbs
Time Since Last Inspection:	17 Hours	Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	JT15D-5
Registered Owner:	B.R. AIR INC	Rated Power:	2900 lbs
Operator:	BRUNO'S INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RMG, 644 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	0000 EST	Direction from Accident Site:	252°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 0 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:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ROME, GA (RMG)	Type of Flight Plan Filed:	IFR
Destination:	HUNTSVILLE, AL (HSV)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	9 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BARRY STRAUCH	Report Date:	07/08/1992
Additional Participating Persons:			
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](#).