

Brief of Accident

Adopted 07/30/2008

NYC05FA042
File No. 23688 01/13/2005 Swanzey ,NH Aircraft Reg No. N49BA Time (Local): 22:15 EST

Make/Model:	Embraer/EMB-110P1	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Pratt & Whitney Canada / PT6A-36	Crew	0				
Aircraft Damage:	Destroyed	Pass	0	0	0		
Number of Engines:	2						
Operating Certificate(s):	Cargo; On-demand Air Taxi						
Name of Carrier:	Business Air Inc.						
Type of Flight Operation:	Non-scheduled; Domestic; Cargo						
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter						

Last Depart. Point:	Bangor, ME	Condition of Light:	Night
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport/Airstrip	Basic Weather:	Instrument Conditions
Airport Name:	Dillant-Hopkins	Lowest Ceiling:	100 Ft. AGL, Overcast
Runway Identification:	02	Visibility:	1.00 SM
Runway Length/Width (Ft):	6201 / 100	Wind Dir/Speed:	350 / 003 kts
Runway Surface:	Asphalt	Temperature (°C):	2
Runway Surface Condition:	Unknown	Precip/Obscuration:	Fog

Pilot-in-Command	Age: 46	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 2292
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days: 120
Instrument Ratings		Total Make/Model: 338
Airplane		Total Instrument Time: 160

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

En route to the company's home airport, the twin-engine airplane either experienced a loss of power to the right engine, or the pilot decided to shut the engine down. Although the home airport had night visual meteorological conditions, and there was no evidence of any malfunction with the remaining engine, the pilot opted to fly a night precision instrument approach to an airport 45 nautical miles closer, with a 1-mile visibility and a 100-foot ceiling. Unknown to the pilot, there was also fog at the airport. The pilot did not advise or seek assistance from air traffic control or the company. When the airplane broke out of the clouds, it was not stable. Approaching the runway, at full flaps and exceeding the 25 percent maximum for a go-around, the pilot added full power to the left engine. The high power setting, slow airspeed, and full flaps combination resulted in a minimum control speed (Vmc) roll. No determination could be made as to why the right engine was inoperative, and there were no mechanical or fuel-related anomalies found that would have precluded normal operation.

Brief of Accident (Continued)

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Swansey ,NH

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Time (Local): 22:15 EST

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (F) 1 ENGINE
 2. REASON FOR OCCURRENCE UNDETERMINED
 3. (F) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MISSED APPROACH (IFR)

Findings

4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 6. (F) WEATHER CONDITION - FOG
 7. FLAPS - EXCESSIVE - PILOT IN COMMAND
 8. (F) WEATHER CONDITION - LOW CEILING
 9. MANEUVER - INADVERTENT - PILOT IN COMMAND
 10. (F) LIGHT CONDITION - NIGHT
 11. (F) WEATHER EVALUATION - INCORRECT - PILOT IN COMMAND
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

12. TERRAIN CONDITION - RUNWAY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's improper decision to attempt a single-engine missed approach with the airplane in a slow airspeed, full flap configuration, which resulted in a minimum control speed (Vmc) roll. Contributing factors included an inoperative engine for undetermined reasons, the pilot's in-flight decision to divert to an airport with low ceilings and visibility while better conditions existed elsewhere, the pilot's failure to advise or seek assistance from air traffic control or his company, and the low cloud ceilings, fog, and night lighting conditions.