



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW ROADS, LA	Accident Number:	DCA94MA033
Date & Time:	02/01/1994, 2140 CST	Registration:	N349SB
Aircraft:	Saab-Scania AB (Saab) 340B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 25 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

WHILE DESCENDING FOR LANDING AT BATON ROUGE, THE CAPTAIN ACTIVELY MOVED THE POWER LEVERS FROM THE FLIGHT IDLE GATE INTO THE BETA RANGE FOR UNDETERMINED REASONS. THE PROPELLERS AND ENGINES EXPERIENCED EXTREME OVERSPEED, NECESSITATING A POWER-OFF EMERGENCY LANDING AT NIGHT AND THE AIRPLANE RAN OFF THE END OF A 5,000-FT RUNWAY. ALTHOUGH THE DESIGN AND CERTIFICATION OF THE POWER LEVERS MET EXISTING REQUIREMENTS, THOSE REQUIREMENTS WERE INADEQUATE BECAUSE THEY PERMITTED A DESIGN THAT DID NOT PREVENT MOVEMENT INTO THE BETA RANGE IN FLIGHT. THE AIRFRAME & ENGINE INDUSTRY, THE FAA, AND THE CERTIFICATION AUTHORITIES FROM OTHER COUNTRIES WERE SLOW IN REACTING TO SEVERAL PREVIOUS IN-FLIGHT BETA OCCURRENCES THAT LED TO SERIOUS INCIDENTS AND ACCIDENTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CAPTAIN'S MOVEMENT OF THE POWER LEVERS BELOW FLIGHT IDLE IN FLIGHT, THE INADEQUATE CERTIFICATION REQUIREMENTS AND CONSEQUENT DESIGN OF THE AIRPLANE'S POWER LEVERS THAT PERMITTED THEM TO BE MOVED BELOW THE FLIGHT IDLE POSITION INTO THE BETA RANGE, EITHER INTENTIONALLY OR INADVERTENTLY, WHILE IN FLIGHT, AND THE INADEQUATE ACTION TAKEN TO REQUIRE A POSITIVE MEANS TO PREVENT BETA OPERATION ON AIRPLANES FOR WHICH SUCH OPERATION IS PROHIBITED. (NTSB REPORT AAR=94/06)

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. ALL ENGINES
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. (C) ACFT/EQUIP,INADEQUATE DESIGN - MANUFACTURER
4. (C) INSUFFICIENT STANDARDS/REQUIREMENTS,AIRCRAFT - MANUFACTURER
5. (C) INSUFFICIENT STANDARDS/REQUIREMENTS,AIRCRAFT - FAA(ORGANIZATION)
6. (C) INSUFFICIENT STANDARDS/REQUIREMENTS,AIRCRAFT - OTHER GOVT ORGANIZATION

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: OVERRUN
Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On February 1, 1994, at 2140 central standard time, a Saab 340B, N3495B, operated by Simmons Airlines as American Eagle flight 3641, sustained substantial damage during a forced landing at the False River Air Park in New Roads, Louisiana. The flight had been requested to descend by air traffic control from FL210, into Baton Rouge, Louisiana. The flightcrew stated after the accident that the captain was at the controls during the descent, and while passing through about 10,000 feet MSL, with the engine power levers in the flight idle position, a "loud roar" was heard followed by a loss of power on both engines. Passengers and the flight attendant stated that following the "roar," they observed "flames" or "sparks" coming from the rear of each engine.

The captain continued the descent and attempted several inflight emergency airstarts, however, they were unsuccessful. The first officer observed the lights of an airport and directed the captain to the runway where he executed a dual-engine out approach. The airplane touched down on runway 18 and continued off the end of the runway, across the grass and a ditch, and came to rest upright on all three landing gear in a sugar cane field.

The passengers were evacuated via the airstair door.

SEE BLUE COVER REPORT AAR-94/06

Pilot Information

Certificate:	Airline Transport	Age:	52, Male
Airplane Rating(s):	Multi-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):		Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/01/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Saab-Scania AB (Saab)	Registration:	N349SB
Model/Series:	340B 340B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	340B-349
Landing Gear Type:	Retractable - Tricycle	Seats:	30
Date/Type of Last Inspection:	01/09/1994, Continuous Airworthiness	Certified Max Gross Wt.:	30000 lbs
Time Since Last Inspection:	129 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	528 Hours	Engine Manufacturer:	GE
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	CT7-9B
Registered Owner:	SIMMONS AIRLINES	Rated Power:	
Operator:	SIMMONS AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	AMERICAN EAGLE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -3°C
Precipitation and Obscuration:			
Departure Point:	DALLAS/FT.WORTH, TX (DFW)	Type of Flight Plan Filed:	IFR
Destination:	BATON ROUGE, LA (BTR)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	FALSE RIVER AIR PARK (LA30)	Runway Surface Type:	Asphalt
Airport Elevation:	39 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor, 2 None	Aircraft Damage:	Substantial
Passenger Injuries:	23 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 25 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS CONROY	Report Date:	04/12/1995
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 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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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](#).