



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NEW ROADS, LA	<b>Accident Number:</b>	DCA94MA033
<b>Date &amp; Time:</b>	02/01/1994, 2140 CST	<b>Registration:</b>	N349SB
<b>Aircraft:</b>	Saab-Scania AB (Saab) 340B	<b>Injuries:</b>	1 Minor, 25 None
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Saab-Scania AB (Saab)	<b>Registration:</b>	N349SB
<b>Model/Series:</b>	340B 340B	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	SIMMONS AIRLINES	<b>Engine Manufacturer:</b>	GE
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	CT7-9B
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Broken / 12000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 220°
<b>Temperature:</b>	3°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DALLAS/FT.WORTH, TX (DFW)	<b>Destination:</b>	BATON ROUGE, LA (BTR)

## Airport Information

<b>Airport:</b>	FALSE RIVER AIR PARK (LA30)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): THOMAS CONROY Adopted Date: 04/12/1995

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](mailto: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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