



National Transportation Safety Board Aviation Accident Data Summary

Location:	HIBBING, MN	Accident Number:	DCA94MA022
Date & Time:	12/01/1993, 1950 CST	Registration:	N334PX
Aircraft:	JETSTREAM BA-3100	Injuries:	18 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

WHILE ON A LOCALIZER BACK COURSE APPROACH THE AIRPLANE COLLIDED WITH TREES AND THE TERRAIN APRX 3 MI FROM THE RUNWAY THRESHOLD. THE CAPTAIN DELAYED THE START OF THE DESCENT THAT SUBSEQUENTLY REQUIRED AN EXCESSIVE DESCENT RATE TO REACH THE FAF AND MDH. THE CAPTAIN'S ACTIONS LED TO DISTRACTIONS DURING CRITICAL PHASES OF THE APPROACH. THE FLIGHTCREW LOST ALTITUDE AWARENESS AND ALLOWED THE AIRPLANE TO DESCEND BELOW MANDATORY LEVEL OFF POINTS. THE CAPTAIN'S RECORD RAISED QUESTIONS ABOUT HIS AIRMANSHIP AND BEHAVIOR THAT SUGGESTED A LACK OF CREW COORDINATION DURING FLIGHT OPERATIONS, INCLUDING INTIMIDATION OF FIRST OFFICERS. COMPANY MANAGEMENT DID NOT ADDRESS THESE MATTERS ADEQUATELY. THE AIRLINE'S FLIGHT OPERATIONS MANAGEMENT FAILED TO IMPLEMENT PROVISIONS TO ADEQUATELY OVERSEE THE TRAINING OF THEIR FLIGHTCREWS AND THE OPERATION OF THEIR AIRCRAFT. FAA GUIDANCE TO THEIR INSPECTORS CONCERNING IMPLEMENTATION OF OPS BULLETINS IS INADEQUATE AND HAS FAILED TO TRANSMIT VALUABLE SAFETY INFORMATION AS INTENDED TO AIRLINES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CAPTAIN'S ACTIONS THAT LED TO A BREAKDOWN IN CREW COORDINATION AND THE LOSS OF ALTITUDE AWARENESS BY THE FLIGHTCREW DURING AN UNSTABILIZED APPROACH IN NIGHT INSTRUMENT METEOROLOGICAL CONDITIONS. CONTRIBUTING TO THE ACCIDENT WERE: THE FAILURE OF THE COMPANY MANAGEMENT TO ADEQUATELY ADDRESS THE PREVIOUSLY IDENTIFIED DEFICIENCIES IN AIRMANSHIP AND CREW RESOURCE MANAGEMENT OF THE CAPTAIN; THE FAILURE OF THE COMPANY TO IDENTIFY AND CORRECT A WIDESPREAD, UNAPPROVED PRACTICE DURING INSTRUMENT APPROACH PROCEDURES; AND THE FEDERAL AVIATION ADMINISTRATION'S INADEQUATE SURVEILLANCE AND OVERSIGHT OF THE AIR CARRIER. (NTSB REPORT AAR-94/05)

Findings

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

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND

4. (F) INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
5. (C) AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
6. (F) INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
7. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
8. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
9. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - COPILOT/SECOND PILOT
10. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. (C) PROPER ALTITUDE - NOT MAINTAINED - COPILOT/SECOND PILOT

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	7853 hours (Total, all aircraft), 2267 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	JETSTREAM	Registration:	N334PX
Model/Series:	BA-3100 BA-3100	Engines:	2 Turbo Prop
Operator:	EXPRESS AIRLINES II, INC.	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TPE-331-10
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HIB, 1353 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 400 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 180°
Temperature:	-2° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	MINNEAPOLIS, MN (MSP)	Destination:	

Airport Information

Airport:	CHISHOLM-HIBBING (HIB)	Runway Surface Type:	Concrete
Runway Used:	13	Runway Surface Condition:	Snow--dry
Runway Length/Width:	6758 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	16 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ALFRED W DICKINSON	Adopted Date:	12/27/1994
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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