



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Mount Airy, NC	<b>Accident Number:</b>	NYC08MA090
<b>Date &amp; Time:</b>	02/01/2008, 1128 EST	<b>Registration:</b>	N57WR
<b>Aircraft:</b>	RAYTHEON AIRCRAFT COMPANY C90A	<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While flying a nonprecision approach, the pilot deliberately descended below the minimum descent altitude (MDA) and attempted to execute a circle to land below the published circling minimums instead of executing the published missed approach procedure. During the circle to land, visual contact with the airport environment was lost and engine power was never increased after the airplane had leveled off. The airplane decelerated and entered an aerodynamic stall, followed by an uncontrolled descent which continued until ground impact. Weather at the time consisted of rain, with ceilings ranging from 300 to 600 feet, and visibility remaining relatively constant at 2.5 miles in fog. Review of the cockpit voice recorder (CVR) audio revealed that the pilot had displayed some non professional behavior prior to initiating the approach. Also contained on the CVR were comments by the pilot indicating he planned to descend below the MDA prior to acquiring the airport visually, and would have to execute a circling approach. Moments after stating a circling approach would be needed, the pilot received a sink rate aural warning from the enhanced ground proximity warning system (EGPWS). After several seconds, a series of stall warnings was recorded prior to the airplane impacting terrain. EGPWS data revealed, the airplane had decelerated approximately 75 knots in the last 20 seconds of the flight. Examination of the wreckage did not reveal any preimpact failures or malfunctions with the airplane or any of its systems. Toxicology testing detected sertraline in the pilot's kidney and liver. Sertraline is a prescription antidepressant medication used for anxiety, obsessive-compulsive disorder, panic disorder, posttraumatic stress disorder, and social phobia. The pilot's personal medical records indicated that he had been treated previously with two other antidepressant medications for "anxiety and depression" and a history of "impatience" and "compulsiveness." The records also documented a diagnosis of diabetes without any indication of medications for the condition, and further noted three episodes of kidney stones, most recently experiencing "severe and profound discomfort" from a kidney stone while flying in 2005. None of these conditions or medications had been noted by the pilot on prior applications for an airman medical certificate. It is not clear whether any of the pilot's medical conditions could account for his behavior or may have contributed to the accident.

## Flight Events

- Approach-IFR final approach - Altitude deviation
- Approach-IFR missed approach - Terrain avoidance alert
- Approach-IFR missed approach - Stall warn/stick-shaker/pusher
- Approach-IFR missed approach - Aerodynamic stall/spin
- Approach-IFR missed approach - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain control of the airplane in instrument meteorological conditions.

Contributing to the accident were the pilot's improper decision to descend below the minimum descent altitude, and failure to follow the published missed approach procedure.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - F

Personnel issues-Physical-Health/Fitness-Use of medication/drugs-Pilot

Personnel issues-Task performance-Use of equip/info-Use of policy/procedure-Pilot - F

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-Decision related to condition

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low visibility-Decision related to condition

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Drizzle/mist-Decision related to condition

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	780 hours (Total, all aircraft), 392 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	RAYTHEON AIRCRAFT COMPANY	<b>Registration:</b>	N57WR
<b>Model/Series:</b>	C90A	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	BLUE SKY AIRWAYS INC	<b>Engine Manufacturer:</b>	Pratt & Whitney Aircraft of Ca
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	PT6A-21
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	MWK, 1249 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Broken / 300 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	1°C / 0°C	<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>	Heavy - Drizzle; Fog		
<b>Departure Point:</b>	Cedartown, GA (4A4)	<b>Destination:</b>	Mount Airy, NC (MWK)

## Airport Information

<b>Airport:</b>	Mt. Airy/Surry County Airport (MWK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	4301 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	5 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Todd G Gunther	<b>Adopted Date:</b>	04/22/2010
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.