



National Transportation Safety Board Aviation Accident Final Report

Location:	Akron, OH	Accident Number:	CEN16MA036
Date & Time:	11/10/2015, 1452 EST	Registration:	N237WR
Aircraft:	BRITISH AEROSPACE HS 125 700A	Aircraft Damage:	Destroyed
Defining Event:	Aerodynamic stall/spin	Injuries:	9 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The Safety Board's full report is available at <http://www.nts.gov/investigations/AccidentReports/Pages/aviation.aspx>. The Aircraft Accident Report number is NTSB/AAR-16/03.

On November 10, 2015, about 1453 eastern standard time (EST), Execuflight flight 1526, a British Aerospace HS 125-700A (Hawker 700A), N237WR, departed controlled flight while on a nonprecision localizer approach to runway 25 at Akron Fulton International Airport (AKR) and impacted a four-unit apartment building in Akron, Ohio. The captain, first officer, and seven passengers died; no one on the ground was injured. The airplane was destroyed by impact forces and postcrash fire. The airplane was registered to Rais Group International NC LLC and operated by Execuflight under the provisions of 14 *Code of Federal Regulations (CFR)* Part 135 as an on-demand charter flight. Instrument meteorological conditions (IMC) prevailed, and an instrument flight rules (IFR) flight plan was filed. The flight departed from Dayton-Wright Brothers Airport (MGY), Dayton, Ohio, about 1413 and was destined for AKR.

Probable Cause and Findings

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

The flight crew's mismanagement of the approach and multiple deviations from company standard operating procedures, which placed the airplane in an unsafe situation and led to an unstabilized approach, a descent below minimum descent altitude without visual contact with the runway environment, and an aerodynamic stall. Contributing to the accident were Execuflight's casual attitude toward compliance with standards; its inadequate hiring, training, and operational oversight of the flight crew; the company's lack of a formal safety program;

and the Federal Aviation Administration's insufficient oversight of the company's training program and flight operations.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained (Cause) Angle of attack - Capability exceeded (Cause)
Personnel issues	Incorrect action performance - Flight crew (Cause)
Organizational issues	Personnel selection/training - Operator (Cause) Adequacy of policy/proc - Operator (Cause) Adequacy of safety program - Operator (Cause) Oversight of reg compliance - FAA/Regulator (Cause) Oversight of operation - FAA/Regulator (Cause)

Factual Information

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History of Flight

Approach-IFR final approach	Aerodynamic stall/spin (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 None	Last FAA Medical Exam:	06/23/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/06/2015
Flight Time:	6170 hours (Total, all aircraft), 1020 hours (Total, this make and model), 3414 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 None	Last FAA Medical Exam:	09/03/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4382 hours (Total, all aircraft), 482 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N237WR
Model/Series:	HS 125 700A	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	NA-0252
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/12/2015, AAIP	Certified Max Gross Wt.:	24800 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	14875 Hours as of last inspection	Engine Manufacturer:	HONEYWELL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TFE731-3R-1H
Registered Owner:	RAIS GROUP INTERNATIONAL NC LLC	Rated Power:	3700 lbs
Operator:	Execuflight	Operating Certificate(s) Held:	Commercial Space Transportation License; On-demand Air Taxi (135)
Operator Does Business As:	Execuflight Inc.	Operator Designator Code:	EXFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AKR, 1068 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1438 EST	Direction from Accident Site:	250°
Lowest Cloud Condition:		Visibility	1.5 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	11° C / 9° C
Precipitation and Obscuration:			
Departure Point:	Dayton, OH (MGY)	Type of Flight Plan Filed:	IFR
Destination:	Akron, OH (AKR)	Type of Clearance:	IFR
Departure Time:	1413 EST	Type of Airspace:	

Airport Information

Airport:	Akron Fullton Internatinoal (AKC)	Runway Surface Type:	Asphalt
Airport Elevation:	1068 ft	Runway Surface Condition:	Standing Water
Runway Used:	25	IFR Approach:	Localizer Only
Runway Length/Width:	6336 ft / 159 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	9 Fatal	Latitude, Longitude:	41.054722, -81.423611

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Report Date:	10/24/2016
Additional Participating Persons:	Matt Rigsby; FAA AVP-100; Fort Worth, TX Henry Soderlund; Textron Aviation; Wichita, KS Jay Eller; Honeywell; Phoenix, AZ Danny Lewkowicz; Execuflight; Fort Lauderdale, FL Timothy Keck; National Air Traffic Controllers Association; Cleveland, OH Richard Recker; Textron Aviation; Wichita, KS Greg Hayward; Textron Aviation; Wichita, KS Richard Ruvido; Execuflight; Fort Lauderdale, FL Julio Galarza; FAA Cleveland FSDO; Cleveland, OH Bill Schuster; Honeywell; Phoenix, AZ David Studtmann; Honeywell; Phoenix, AZ Gregory Smith; Execuflight; Fort Lauderdale, FL Brian Weber; Textron Aviation; Wichita, KS Donnie Shackelford; Execuflight; Fort Lauderdale, FL		
Publish Date:	10/24/2016		
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92314		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).