

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 04/04/1989

DCA88MA032
File No. 399 02/19/1988 CARY ,NC Aircraft Reg No. N622AV Time (Local): 21:27 EST

Make/Model:	Fairchild/SA227-AC	Fatal	2	Serious	0	Minor/None	0
Engine Make/Model:	Garrett / TPE-331-11U-6	Crew	10				
Aircraft Damage:	Destroyed	Pass					
Number of Engines:	2						
Operating Certificate(s):	Commuter Air Carrier						
Name of Carrier:	AVAIR, INC.						
Type of Flight Operation:	Scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter						

Last Depart. Point:	RALEIGH, NC	Condition of Light:	Night/Dark
Destination:	RICHMOND, VA	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	100 Ft. AGL, Obscured
		Visibility:	0.00 SM
		Wind Dir/Speed:	226 / 005 kts
		Temperature (°C):	8
		Precip/Obscuration:	

Pilot-in-Command	Age: 38	Flight Time (Hours)	
Certificate(s)/Rating(s)		Total All Aircraft:	3400
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land		Last 90 Days:	137
		Total Make/Model:	1800
Instrument Ratings		Total Instrument Time:	338
Airplane			

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

THE AIRCRAFT DEPARTED DURING LOW CEILING, LOW VISIBILITY, AND NIGHT CONDITIONS. SHORTLY AFTER TAKEOFF THE AIRCRAFT IMPACTED A RESERVOIR. ANALYSIS OF RADAR DATA INDICATED THE ACFT WAS IN A 45 DEGREE DESCENDING TURN. EXAM OF THE ACFT TRIM SYSTEM SHOWED THAT THE ACFT WAS TRIMMED FOR LEVEL FLIGHT. THERE WAS NO VOICE OR FLIGHT DATA RECORDER ON BOARD. A REVIEW OF ATC COMMUNICATIONS INDICATED THAT THE CAPTAIN WAS COMMUNICATING WITH ATC ALLOWING THE FIRST OFFICER TO ACCOMP-LISH THE FLYING DUTIES. EXAMINATION OF THE WRECKAGE REVEALED NO INDICATIONS OF POWERPLANT OR SYSTEM FAILURES. HOWEVER, THERE WAS EVIDENCE THAT THE SAS WARNING LIGHT WAS ILLUMINATED, THE SAS SWITCH WAS IN THE OFF POSITION, AND NO SAS SYSTEMMALFUNCTION COULD BE FOUND. WITNESSES STATED THAT BEFORE THE FLIGHT THE CAPTAIN HAD COMPLAINED OF ILLNESS BUT HE DECIDEDTO REPORT FOR DUTY. COMPANY RECORDS SHOWED INSTANCES OF SUBSTANDARD PERFORMANCE BY THE FIRST OFFICER. THE INVESTIGATION FOUND COMPANY OVERSIGHT OF TRAINING, OPERATIONS, AND INADEQUATE FAA SUPERVISION. (SEE NTSB/AAR-88/10)

Brief of Accident (Continued)

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02/19/1988

CARY ,NC

Aircraft Reg No. N622AV

Time (Local): 21:27 EST

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. LIGHT CONDITION - DARK NIGHT
 4. (C) CLIMB - NOT MAINTAINED
 5. (C) VISUAL/AURAL DETECTION - COPILOT/SECOND PILOT
 6. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
 7. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 8. MENTAL PERFORMANCE OVERLOAD - COPILOT/SECOND PILOT
 9. (C) MONITORING - INADEQUATE - PILOT IN COMMAND
 10. PHYSICAL IMPAIRMENT - PILOT IN COMMAND
 11. STALL WARNING SYSTEM - NOT ENGAGED
 12. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
 13. (C) VISUAL/AURAL PERCEPTION
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

14. DESCENT - INADVERTENT - COPILOT/SECOND PILOT
15. TERRAIN CONDITION - WATER

Findings Legend: (C) = Cause, (F) = Factor