

National Transportation Safety Board  
Washington, DC 20594

Printed on : 04/02/2016 03:23:04 PM

Brief of Accident

Adopted 06/22/1996

DCA95MA006 File No. 1771	12/13/1994	MORRISVILLE ,NC	Aircraft Reg No. N918AE	Time (Local): 18:34 EST		
Make/Model:	British Aerospace/JETSTREAM 3201			Fatal	Serious	Minor/None
Engine Make/Model:	Garrett / TPE-331-12UHR		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	13	5	0
Number of Engines:	2					
Operating Certificate(s):	Commuter Air Carrier; Flag Carrier/Domestic					
Name of Carrier	FLAGSHIP AIRLINES INC.					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point: GREENSBORO, NC			Condition of Light: Night/Dark			
Destination: RALEIGH, NC			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions			
			Lowest Ceiling: 500 Ft. AGL, Overcast			
			Visibility: 2.00 SM			
			Wind Dir/Speed: 010 / 008 kts			
			Temperature (°C): 3			
			Precip/Obscuration:			
Pilot-in-Command	Age: 29		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 3499			
Airline Transport; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: Unk/Nr			
Instrument Ratings			Total Make/Model: Unk/Nr			
Airplane			Total Instrument Time: UnK/Nr			

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

The airplane crashed about 4 miles southwest of the runway 5L threshold during an ILS approach. The captain had associated the illumination of the left engine IGN light, illuminated as a result of a momentary negative torque condition when the propeller speed levers were advanced tp 100% and the power levers were at flight idle, with an engine failure. There was no evidence of an engine failure. The captain failed to follow established procedures for engine failure identification, single engine approach, single engine go-around, and stall recovery. AMR Eagle training did not adequately address the recognition of engine failure at low power, the aerodynamic effects of asymmetric thrust from a 'windmilling' propeller, and high thrust on the other engine. AMR Eagle and Flagship Airlines crew training records do not provide sufficient detail for management to track performance. Flagship Airlines management was deficient in its knowledge of the types of crew records available, and in the content and use of such records.

Brief of Accident (Continued)

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Occurrence #1:      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
3. (F) INADEQUATE SUBSTANTIATION PROCESS - COMPANY/OPERATOR MGMT

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Occurrence #2:      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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

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

1) the captain's improper assumption that an engine had failed, and 2) the captain's subsequent failure to follow approved procedures for engine failure, single-engine approach and go-around, and stall recovery. Contributing to the cause of the accident was the failure of AMR Eagle/Flagship management to identify, document, monitor, and remedy deficiencies in pilot performance and training. (NTSB Report AAR-95/07)