



# National Transportation Safety Board Aviation Accident Final Report

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|                                |   |                         |            |
|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | BLOCK ISLAND, RI                              | <b>Accident Number:</b> | DCA90MA010 |
| <b>Date &amp; Time:</b>        | 11/28/1989, 1825 EST                          | <b>Registration:</b>    | N127JL     |
| <b>Aircraft:</b>               | Britten-Norman BN-2                           | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 8 Fatal    |
| <b>Flight Conducted Under:</b> | Part 135: Air Taxi & Commuter - Non-scheduled |                         |            |

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## Analysis

ON DARK (MOONLESS) NGT, NONSCHED/DOMESTIC/PSGR FLT DEPD BLOCK ISLAND FOR WESTERLY, RI, WITH 7 PAX & 2 DOGS. IT CRASHED ALONG RTE IN BLOCK ISLAND SOUND, 3 TO 5 MI NW OF ISLAND (AN AREA LACKING VIS REF ON SFC). LTR, MAIN WRECKAGE WAS FND IN 130' OF WTR. ADNL WRECKAGE & BODIES OF PLT, 3 PAX & 2 DOGS WERE FND. ACFT WAS BADLY DMGD DRG IMPACT (L WING SEPD OTBD OF L ENG, EXTSV DMG TO FWD PART OF ACFT), BUT NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. COML/INST RATED PLT WAS PART TIME EMPLOYEE. HE WAS ON MEDICATION FOR LYME DISEASE, BUT NO PHYSIOLOGICAL PRBLM WAS FND THAT WOULD HAVE RESULTED IN ACDNT. AT APRX 1720 EST, THERE WAS A PIREP OF A BKN CLD LAYER AT 10,000'. ANOTHER PLT, WHO WAS FLYING AT ABT THE SAME TIME, RPRTD SCT CLDS ABV 10,000', OVR 10 MI VIS, WND WESTERLY AT 15 TO 25 MPH & LGT TO MOD TURBC. SIGMET (GOLF 4) WARNED OF MOD OCNL SEV TURBC BLO 6000' & POTENTIAL OF LOW LVL WND SHEAR. ACDNT OCCURRED ALONG BIRD MIGRATORY RTE. THERE HAD BEEN NO RECENT FAA INSPN OF BASE, RAMP, COCKPIT (EN RTE CHECK), GND/FLT TRNG PROGRAM, CREW/DISPATCH/TRIP RECORD.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRCRAFT CRASHED FOR AN UNDETERMINED REASON, DURING AN OVERWATER FLIGHT ON A DARK (MOONLESS) NIGHT UNDER A CLOUD LAYER. A SIGMET WAS IN EFFECT WARNING OF MODERATE TO OCCASIONALLY SEVERE TURBULENCE BELOW 6000 FEET AND THE POTENTIAL OF LOW LEVEL WIND SHEAR.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - TURBULENCE
4. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 46, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> |   | <b>Restraint Used:</b>                   |            |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No         |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | Yes        |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--w/ waivers/lim.  | <b>Last Medical Exam:</b>                | 05/26/1989 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 2800 hours (Total, all aircraft), 24 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft) |  |            |

### Aircraft and Owner/Operator Information

|                                      |                          |   |                            |
|--------------------------------------|--------------------------|---|----------------------------|
| <b>Aircraft Manufacturer:</b>        | Britten-Norman           | <b>Registration:</b>                      | N127JL                     |
| <b>Model/Series:</b>                 | BN-2 BN-2                | <b>Aircraft Category:</b>                 | Airplane                   |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                     | No                         |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                     | 69                         |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                             | 10                         |
| <b>Date/Type of Last Inspection:</b> | 10/29/1989, AAIP         | <b>Certified Max Gross Wt.:</b>           | 6200 lbs                   |
| <b>Time Since Last Inspection:</b>   |                          | <b>Engines:</b>                           | 2 Reciprocating            |
| <b>Airframe Total Time:</b>          |                          | <b>Engine Manufacturer:</b>               | LYCOMING                   |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>               | O-540-E4C5                 |
| <b>Registered Owner:</b>             | NEW ENGLAND AIRLINES     | <b>Rated Power:</b>                       | 300 hp                     |
| <b>Operator:</b>                     | NEW ENGLAND AIRLINES     | <b>Air Carrier Operating Certificate:</b> | Commuter Air Carrier (135) |

## Meteorological Information and Flight Plan

|                                  |                          |                               |               |
|----------------------------------|--------------------------|-------------------------------|---------------|
| Conditions at Accident Site:     | Visual Conditions        | Condition of Light:           | Night/Dark    |
| Observation Facility, Elevation: | BID, 0 ft msl            | Observation Time:             | 1728 EST      |
| Distance from Accident Site:     | 5 Nautical Miles         | Direction from Accident Site: | 130°          |
| Lowest Cloud Condition:          | Unknown / 0 ft agl       | Temperature/Dew Point:        | 12 °C / 11 °C |
| Lowest Ceiling:                  | Unknown / 0 ft agl       | Visibility                    | 10 Miles      |
| Wind Speed/Gusts, Direction:     | 17 knots/ 24 knots, 220° | Visibility (RVR):             | 0 ft          |
| Altimeter Setting:               | 29 inches Hg             | Visibility (RVV):             | 0 Miles       |
| Precipitation and Obscuration:   |                          |                               |               |
| Departure Point:                 | BLOCK ISLAND, RI (BID)   | Type of Flight Plan Filed:    | Company VFR   |
| Destination:                     | WESTERLY, RI (WST)       | Type of Clearance:            | None          |
| Departure Time:                  | 0000                     | Type of Airspace:             | Class G       |

## Wreckage and Impact Information

|                     |         |                      |           |
|---------------------|---------|----------------------|-----------|
| Crew Injuries:      | 1 Fatal | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | 7 Fatal | Aircraft Fire:       | None      |
| Ground Injuries:    | N/A     | Aircraft Explosion:  | None      |
| Total Injuries:     | 8 Fatal | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |               |            |
|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC):     | THOMAS HAUETER   | Adopted Date: | 02/27/1992 |
| Additional Participating Persons: |  |               |            |
| Publish Date:                     |  |               |            |
| 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 <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> . |               |            |

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