

		NTSB ID: DCA00MA052		Aircraft Registration Number: N16EJ	
		Occurrence Date: 05/21/2000		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Bear Creek Town		State PA	Zip Code	Local Time 1128	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer British Aerospace		Model/Series J-3101		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The Board's full report is available at <a href="http://www.nts.gov/publicctn/publicctn.htm">http://www.nts.gov/publicctn/publicctn.htm</a>.</p> <p>On May 21, 2000, about 1128 eastern daylight time (EDT), a British Aerospace Jetstream 3101, N16EJ, operated by East Coast Aviation Services (doing business as Executive Airlines) crashed about 11 miles south of Wilkes-Barre/Scranton International Airport (AVP), Wilkes-Barre, Pennsylvania. The airplane was destroyed by impact and a postcrash fire, and 17 passengers and two flight crewmembers were killed. The flight was being conducted under 14 Code of Federal Regulations (CFR) Part 135 as an on-demand charter flight for Caesars Palace Casino in Atlantic City, New Jersey. An instrument flight rules (IFR) flight plan had been filed for the flight from Atlantic City International Airport (ACY) to AVP.</p> <p>The captain checked in for duty about 0800 at Republic Airport (FRG) in Farmingdale, New York, on the day of the accident. The airplane was originally scheduled to depart FRG at 0900 for ACY and to remain in ACY until 1900, when it was scheduled to return to FRG. While the pilots were conducting preflight inspections, they received a telephone call from Executive Airlines owner and chief executive officer (CEO) advising them that they had been assigned an additional flight from ACY to AVP with a return flight to ACY later in the day, instead of the scheduled break in ACY.</p> <p>Fuel records at FRG indicated that 90 gallons of fuel were added to the accident airplanes tanks before departure to ACY. According to Federal Aviation Administration (FAA) air traffic control (ATC) records, the flight departed at 0921 (with 12 passengers on board) and arrived in ACY at 0949. According to passenger statements, the captain was the pilot flying from FRG to ACY. After arrival in ACY, the flight crew checked the weather for AVP and filed an IFR flight plan. Fuel facility records at ACY indicated that no additional fuel was added. The accident flight to AVP, which departed ACY about 1030, had been chartered by Caesars Palace. According to ATC records, the flight to AVP was never cleared to fly above 5,000 feet mean sea level (msl).</p> <p>According to ATC transcripts, the pilots first contacted AVP approach controllers at 1057 and were vectored for an instrument landing system (ILS) approach to runway 4. The flight was cleared for approach at 1102:07, and the approach controller advised the pilots that they were 5 nautical miles (nm) from Crystal Lake, which is the initial approach fix (IAF) for the ILS approach to runway 4. The pilots were told to maintain 4,000 feet until established on the localizer. At 1104:16, the approach controller advised that a previous landing aircraft picked up the airport at minimums [decision altitude]. The pilots were instructed to contact the AVP local (tower) controller at 1105:09, which they did 3 seconds later. The airplane then descended to about 2,200 feet, flew level at 2,200 feet for about 20 seconds, and began to climb again about 2.2 nm from the runway threshold when a missed approach was executed (see the Airplane Performance section for more information).</p> <p>At 1107:26 the captain reported executing the missed approach but provided no explanation to air</p>					
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## Narrative (Continued)

traffic controllers. The tower controller informed the North Radar approach controllers of the missed approach and then instructed the accident flight crew to fly runway heading, climb to 4,000 feet, and contact approach control on frequency 124.5 (the procedure published on the approach chart). The pilots reestablished contact with the approach controllers at 1108:04 as they climbed through 3,500 feet to 4,000 feet and requested another ILS approach to runway 4. The flight was vectored for another ILS approach, and at 1110:07 the approach controller advised the pilots of traffic 2 nm miles away at 5,000 feet. The captain responded that they were in the clouds. At 1014:38, the controller directed the pilots to reduce speed to follow a Cessna 172 on approach to the airport, and the captain responded, ok were slowing. The flight was cleared for a second approach at 1120:45 and advised to maintain 4,000 feet until the airplane was established on the localizer.

At 1123:49 the captain transmitted, for uh one six echo juliet wed like to declare an emergency. At 1123:53, the approach controller asked the nature of the problem, and the captain responded, engine failure. The approach controller acknowledged the information, informed the pilots that the airplane appeared to be south of the localizer (off course to the right), and asked if they wanted a vector back to the localizer course. The flight crew accepted, and at 1124:10 the controller directed a left turn to heading 010, which the captain acknowledged. At 1124:33, the controller asked for verification that the airplane was turning left. The captain responded, were trying six echo juliet. At 1124:38, the controller asked if a right turn would be better. The captain asked the controller to stand by. At 1125:07, the controller advised the pilots that the minimum vectoring altitude (MVA) in the area was 3,300 feet. At 1125:12, the captain transmitted, standby for six echo juliet tell them we lost both engines for six echo juliet. At that time, ATC radar data indicated that the airplane was descending through 3,000 feet.

The controller immediately issued the weather conditions in the vicinity of the airport and informed the flight crew about the location of nearby highways. At 1126:17, the captain asked, hows the altitude look for where were at. The controller responded that he was not showing an altitude readout from the airplane and issued the visibility (2.5 miles) and altimeter setting. At 1126:43, the captain transmitted, just give us a vector back to the airport please. The controller cleared the accident flight to fly heading 340, advised the flight crew that radar contact was lost, and asked the pilots to verify their altitude. The captain responded that they were level at 2,000. At 1126:54, the controller again advised the flight crew of the 3,300-foot MVA and suggested a 330 heading to bring the airplane back to the localizer. At 1127:14 the controller asked, do you have any engines, and the captain responded that they appeared to have gotten back the left engine now. At 1127:23, the controller informed the pilots that he saw them on radar at 2,000 feet and that there was a ridgeline between them and the airport. The captain responded, thats us and were at 2,000 feet over the trees. The controller instructed the pilots to fly a 360 heading and advised them of high antennas about 2 nm west of their position.

At 1127:46, the captain transmitted, were losing both engines. Two seconds later the controller advised that the Pennsylvania Turnpike was right below the airplane and instructed the flight crew to let me know if you can get your engines back. There was no further radio contact with the accident airplane. The ATC supervisor initiated emergency notification procedures. A Pennsylvania State Police helicopter located the wreckage about 1236, and emergency rescue units arrived at the accident site about 1306. The accident occurred in daylight instrument meteorological conditions (IMC). The location of the accident was 41 9 minutes, 23 seconds north latitude, 75 45 minutes, 53 seconds west longitude, about 11 miles south of the airport at an elevation of 1,755 feet msl.

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<b>Landing Facility/Approach Information</b>						
Airport Name Wilkes-Barre Scranton Int'l		Airport ID: AVP	Airport Elevation 962 Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: ILS						
VFR Approach/Landing: None						
<b>Aircraft Information</b>						
Aircraft Manufacturer British Aerospace		Model/Series J-3101		Serial Number 834		
Airworthiness Certificate(s):						
Landing Gear Type: Retractable - Tricycle						
Amateur Built Acft? No		Number of Seats: 19		Certified Max Gross Wt. LBS		Number of Engines: 2
Engine Type: Turbo Prop		Engine Manufacturer: Allied Signal		Model/Series: TPE331-10UGR		Rated Power: 900 HP
<b>- Aircraft Inspection Information</b>						
Type of Last Inspection 100 Hour		Date of Last Inspection 03/2000		Time Since Last Inspection Hours		Airframe Total Time Hours
<b>- Emergency Locator Transmitter (ELT) Information</b>						
ELT Installed?/Type		ELT Operated?		ELT Aided in Locating Accident Site?		
<b>Owner/Operator Information</b>						
Registered Aircraft Owner East Coast Aviation Services		Street Address Hangar #3, Route 109, Republic Airport				
		City Farmingdale		State NY	Zip Code 11735	
Operator of Aircraft East Coast Aviation Services		Street Address Hangar #3, Route 109, Republic Airport				
		City Farmingdale		State NY	Zip Code 11735	
Operator Does Business As: Executive Airlines				Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held:</b>						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Non-scheduled; Domestic; Passenger Only						
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**First Pilot Information**

Name On File	City	State	Date of Birth On File	Age 34
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Sex: M	Seat Occupied:	Occupational Pilot?	Certificate Number:
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s):

Current Biennial Flight Review?

Medical Cert.:	Medical Cert. Status:	Date of Last Medical Exam:
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	8500	5674								
Pilot In Command(PIC)	5000	1874								
Instructor										
Instruction Received										
Last 90 Days		65								
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Atlantic City	State NJ	Airport Identifier ACY	Departure Time 1030	Time Zone EDT
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Destination Wilkes Barre	State PA	Airport Identifier AVP	
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Type of Clearance: IFR

Type of Airspace:

**Weather Information**

Source of Wx Information:

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
AVP	1123	EDT	962 Ft. MSL	9 NM	360 Deg. Mag.
Sky/Lowest Cloud Condition:			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		500 Ft. AGL		Visibility: 2.5 SM	Altimeter: 30.04 "Hg
Temperature: 11 °C	Dew Point: 11 °C	Weather Conditions at Accident Site: Instrument Conditions			
Wind Direction: 260		Wind Speed: 3		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	17				17
- TOTAL ABOARD -	19				19
Other Ground					
- GRAND TOTAL -	19				19

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



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Administrative Information

Investigator-In-Charge (IIC)

Frank Hilldrup

Additional Persons Participating in This Accident/Incident Investigation: