

		NTSB ID: DCA99MA088		Aircraft Registration Number: N411WL	
		Occurrence Date: 09/25/1999		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place VOLCANO		State HI	Zip Code 96785	Local Time 1726	Time Zone HST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Piper		Model/Series PA-31-350		Type of Aircraft Airplane	
Sightseeing Flight: Yes			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The full report (NTSB/AAB-01-02) is available on the NTSB Web site. See http://www.nts.gov/Publictn/publictn.htm for details.</p> <p>On September 25, 1999, about 1726 Hawaiian standard time, Big Island Air flight 58, a Piper PA-31-350 (Chieftain), N411WL, crashed on the northeast slope of the Mauna Loa volcano near Volcano, Hawaii. The pilot and all nine passengers on board were killed, and the airplane was destroyed by impact forces and a postimpact fire. The sightseeing tour flight was operating under 14 Code of Federal Regulations Part 135 as an on-demand air taxi operation. A visual flight rules flight plan was filed, and visual meteorological conditions existed at the Keahole-Kona International Airport (KOA), Kona, Hawaii, from which the airplane departed about 1622. The investigation determined that instrument meteorological conditions prevailed in the vicinity of the accident site.</p> <p>A Big Island Air employee who observed the pilot upon his arrival at KOA shortly before 0700 on the day of the accident stated that the pilot appeared to be alert and well rested. The pilot was scheduled to make two air taxi flights that day. The morning sightseeing flight departed about 0700, and the second (accident) flight departed about 1622.</p> <p>The morning's weather report was included on the "Flight Plans and Weather" form that Big Island Air pilots typically reference before flying with an indicated time of about 0700. Big Island Air's Director of Operations reported to National Transportation Safety Board investigators that he had obtained this weather information from the Federal Aviation Administration's (FAA) Honolulu Automated Flight Service Station (AFSS). No evidence exists to indicate that the pilot sought or obtained an updated weather briefing for the accident flight later that afternoon as required by the FAA.</p> <p>The pilot departed KOA about 1622 for his second sightseeing tour of the day and followed a half-island tour route. About 1720, the pilot requested permission from the Honolulu AFSS to transition through a restricted area of airspace (R-3103) that encompasses part of the center of the saddle area. The pilot was advised by AFSS that the restricted area was "open," and he was authorized to transition the area for the next 30 minutes. The FAA did not record any further radio transmissions from the accident pilot.</p> <p>According to FAA-recorded radar data, at 1721:04, the accident airplane was located approximately 16 nautical miles (nm) east-southeast from the eastern side of the restricted area (about 8.5 nms from the crash site). The accident airplane's altitude, as transmitted by its Mode C-equipped transponder, was about 6,600 feet, and the underlying terrain's elevation was about 4,600 feet mean sea level (msl). Both the airplane's altitude and the terrain's elevation were increasing.</p> <p>Between 1721:04 and the last recorded radar return at 1725:29 (when the airplane was within</p>					
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FACTUAL REPORT

AVIATION



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Narrative (Continued)

1/3-mile of the accident site), the airplane's average ground track was approximately 291 degrees, magnetic. During this time, the accident airplane's altitude increased from about 6,600 to 9,600 feet. Several witnesses observed clouds below the 10,000-foot level around the time of the accident. About 1726, the accident airplane crashed on the northeast slope of the Mauna Loa volcano at 10,100 feet msl.

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Piper		Model/Series PA-31-350		Serial Number 8352039	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 10	Certified Max Gross Wt.	7368 LBS	Number of Engines: 2	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: TIO-540-J2BD	Rated Power:		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 08/1999	Time Since Last Inspection 44 Hours	Airframe Total Time 4523 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner BIG ISLAND AIR INC		Street Address P.O. BOX 1476			
		City KAILUA-KONA	State HI	Zip Code 96745	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: BIAA		
- Type of U.S. Certificate(s) Held:					
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					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA99MA088
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	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 51
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor; Commercial

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

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 08/1999
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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	11500		1500	10000	1215	1810	200			
Pilot In Command(PIC)										
Instructor										
Last 90 Days	13	13								
Last 30 Days	13	13								
Last 24 Hours	1	1								

Seatbelt Used? Yes	Shoulder Harness Used?	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: VFR	
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Departure Point KONA	State HI	Airport Identifier KOA	Departure Time 1622	Time Zone HST
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: VFR

Type of Airspace:

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
			Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition:	Ft. AGL	Condition of Light: Day
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Lowest Ceiling: Overcast	6000 Ft. AGL	Visibility: SM	Altimeter: "Hg
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Temperature: °C	Dew Point: °C	Wind Direction:	Density Altitude: Ft.
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Wind Speed:	Gusts:	Weather Conditions at Accident Site: Instrument Conditions
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Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:
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Restrictions to Visibility:

Type of Precipitation:

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	9				9
- TOTAL ABOARD -	10				10
Other Ground	0	0	0		0
- GRAND TOTAL -	10	0	0		10

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FACTUAL REPORT

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Administrative Information

Investigator-In-Charge (IIC)

ROBERT P. BENZON

Additional Persons Participating in This Accident/Incident Investigation:

ROBERT HENLEY

FAA - AAI-100

WASHINGTON, DC 20591