



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 31, 2014

AIR TRAFFIC CONTROL RADAR STUDY

ERA14FA120

1.0 AIRCRAFT ACCIDENT

Location: Clay, Alabama
Date: February 14, 2014
Time: 2221 central standard time
Airplane: N732EJ, C210L Centurion

2.0 AIR TRAFFIC CONTROL INVESTIGATOR

Scott Dunham
NTSB AS-30

3.0 SUMMARY

On February 14, 2014, about 2221 central standard time, a Cessna 210L, N732EJ, crashed in a heavily wooded area near Clay, Alabama. The commercial pilot and one passenger were fatally injured. The airplane was destroyed. The airplane was registered to Southern Seaplane, Inc., and operated under the provisions of 14 Code of Federal Regulations (CFR) Part 135 as a non-scheduled, domestic, cargo flight. Instrument meteorological conditions prevailed in the area at the time and an instrument flight rules (IFR) clearance had been obtained by the pilot from air traffic control. The flight originated from Jackson-Medgar Wiley Evars International Airport (JAN), Jackson, Mississippi, about 2106 CST, and was destined for Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama.

The pilot received VFR radar services from several air traffic facilities until 2208, when he contacted BHM approach control and was informed that the airport was below VFR weather minima. The pilot requested an instrument landing system approach to runway 24. After confirming that the pilot was qualified for instrument flight rules (IFR) operations, the controller issued the pilot an IFR clearance and began vectoring the aircraft for the approach. The ground track of the aircraft is shown in figure 1. A closer view of the end of the flight is shown in figure 2.

4.0 RADAR DATA

The radar data recording used for this report was obtained from the Standard Terminal Automation Replacement System processor located at Birmingham Terminal Radar Approach Control, covering the time period 2144-2235 local time. The file has been placed in the docket.

11:43:50 AM 1/12/2015

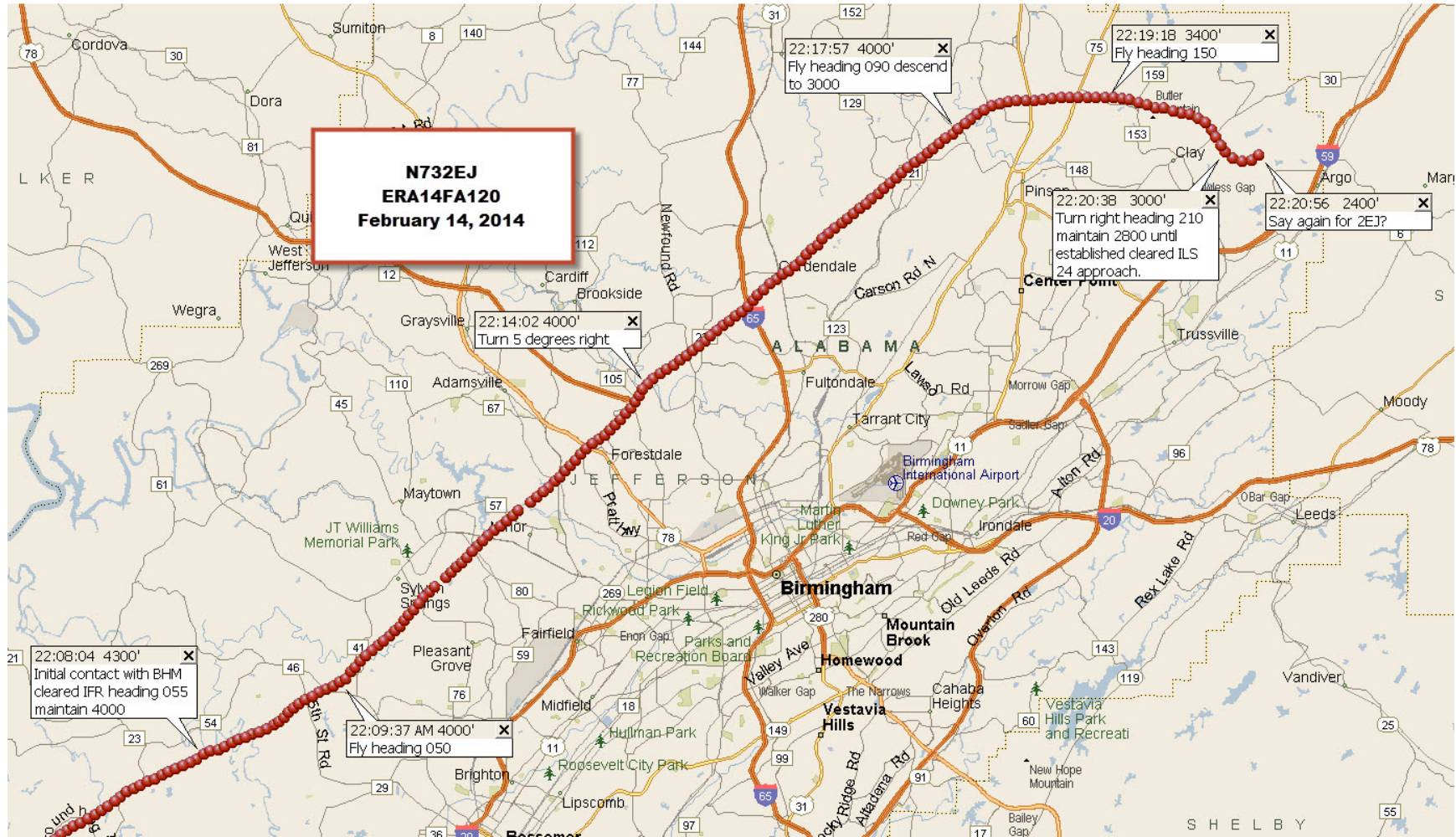


Figure 1 – N732EJ radar targets while under control of Birmingham Approach. Data from the BHM airport surveillance radar.

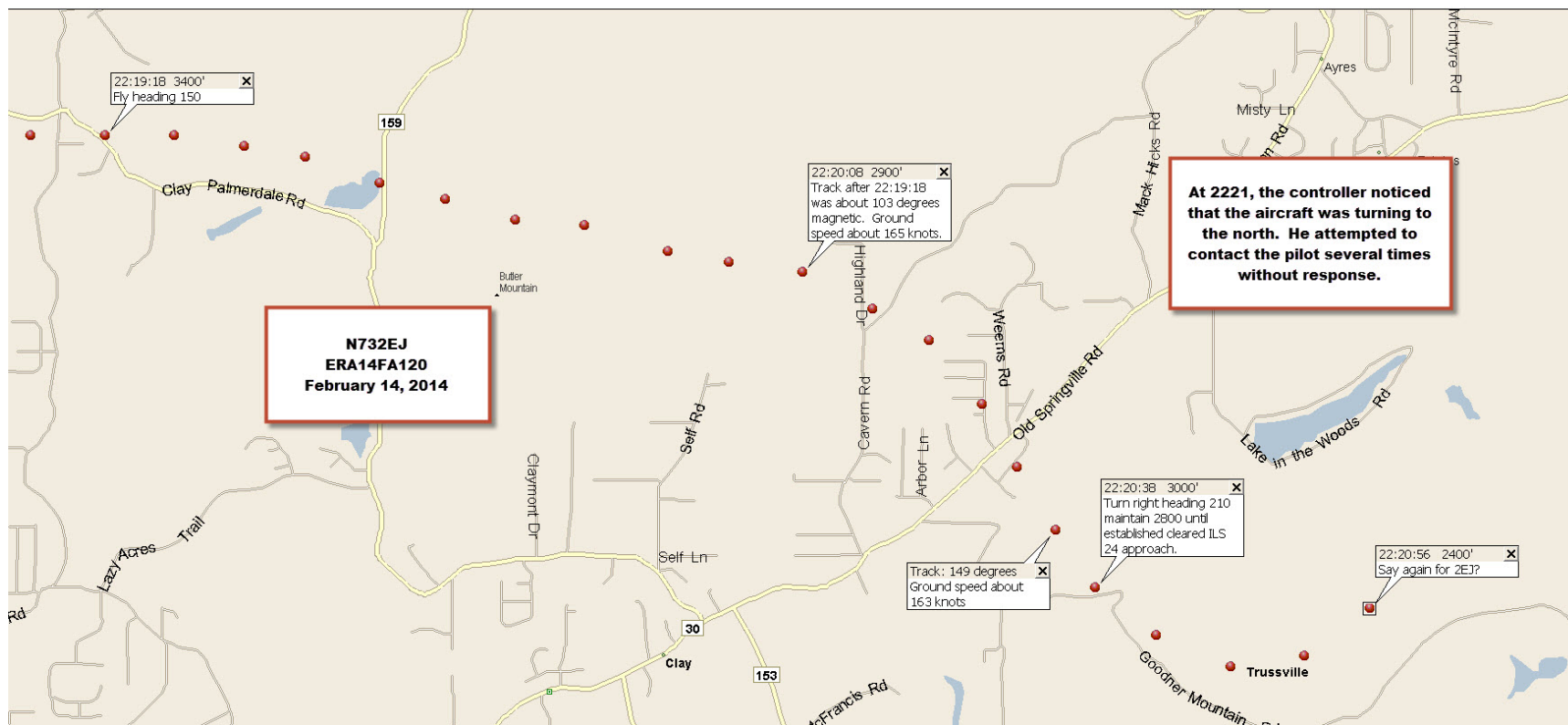


Figure 2 – Closer view of the end of the flight.

BIRMINGHAM, ALABAMA

AL-50 (FAA)

14037

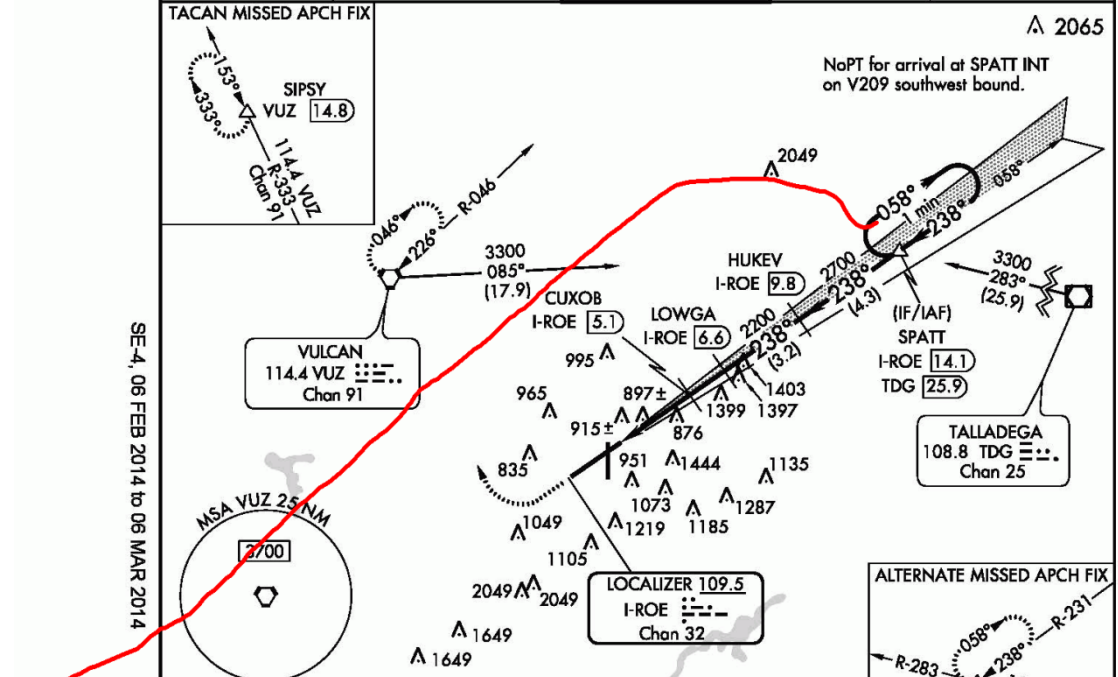
LOC/DME I-ROE	APP CRS	Rwy Idg	10801
109.5	238°	TDZE	650
Chan 32		Apt Elev	650

ILS or LOC/DME RWY 24
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1%. Visibility reduction by helicopters NA.

MALSR MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, RT, 153 inbound.)

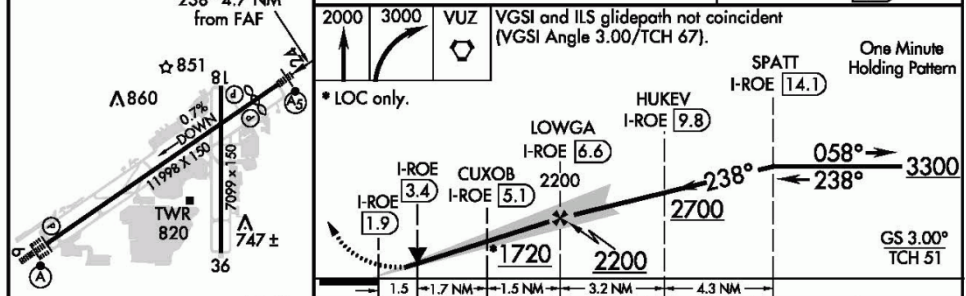
ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



SE-4, 06 FEB 2014 to 06 MAR 2014

SE-4, 06 FEB 2014 to 06 MAR 2014

ELEV 650	TDZE 650
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CATEGORY	A	B	C	D	E
S-ILS 24	942/40		292 (300-¾)		
S-LOC 24	1160/40	510 (600-¾)	1160/50	510 (600-1)	1160/60 510 (600-1½)

BIRMINGHAM, ALABAMA
Amdt 2 22OCT09

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
33°34'N-86°45'W
ILS or LOC/DME RWY 24

Figure 3 – N732EJ ground track in relation to ILS 24 approach.