



Aviation Investigation Final Report

Location:	RICHMOND, Virginia	Incident Number:	ATL84IA087
Date & Time:	January 26, 1984, 17:30 Local	Registration:	N1113J
Aircraft:	British Aerospace 1-11	Aircraft Damage:	None
Defining Event:		Injuries:	41 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

FLT 498, EXPERIENCED A PARTIAL POWER LOSS ON ONE ENG DURING THE FINAL APPROACH. BOTH PLTS STATED THAT THE ENG SPOOL DOWN OCCURRED MOMENTS AFTER SELECTING TCC(TOP TEMP CONTROL). A ENG RUNUP OF THE ACFT FAILED TO REPEAT THE DISCREPANCY & A PRECAUTIONARY CHANGE OF THE FUEL DIP & TCC AMPLIFIERS WAS MADE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH

Findings

1. (C) FUEL SYSTEM - UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	52,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	October 19, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	22300 hours (Total, all aircraft), 9500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	British Aerospace	Registration:	N1113J
Model/Series:	1-11 1-11	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	80500 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	506-14D
Registered Owner:	USAIR	Rated Power:	10410 Lbs thrust
Operator:	USAIR	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	USAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	RIC ,168 ft msl	Distance from Accident Site:	
Observation Time:	18:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PHILADELPHIA (PHL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	16:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	RICHARD EVELYN BYRD INT'L RIC	Runway Surface Type:	Asphalt
Airport Elevation:	168 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	None
Passenger Injuries:	37 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	41 None	Latitude, Longitude:	37.439685,-77.320678(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: RON NETTLESHIP; PITTSBURGH, PA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6345>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).