



Aviation Investigation Final Report

Location:	Akron, Ohio	Accident Number:	CEN16MA036
Date & Time:	November 10, 2015, 14:52 Local	Registration:	N237WR
Aircraft:	BRITISH AEROSPACE HS 125 700A	Aircraft Damage:	Destroyed
Defining Event:	Aerodynamic stall/spin	Injuries:	9 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The Safety Board's full report is available at <http://www.ntsb.gov/investigations/AccidentReports/Pages/aviation.aspx>. The Aircraft Accident Report number is NTSB/AAR-16/03.

On November 10, 2015, about 1453 eastern standard time (EST), Execuflight flight 1526, a British Aerospace HS 125-700A (Hawker 700A), N237WR, departed controlled flight while on a nonprecision localizer approach to runway 25 at Akron Fulton International Airport (AKR) and impacted a four-unit apartment building in Akron, Ohio. The captain, first officer, and seven passengers died; no one on the ground was injured. The airplane was destroyed by impact forces and postcrash fire. The airplane was registered to Rais Group International NC LLC and operated by Execuflight under the provisions of 14 *Code of Federal Regulations (CFR)* Part 135 as an on-demand charter flight. Instrument meteorological conditions (IMC) prevailed, and an instrument flight rules (IFR) flight plan was filed. The flight departed from Dayton-Wright Brothers Airport (MGY), Dayton, Ohio, about 1413 and was destined for AKR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight crew's mismanagement of the approach and multiple deviations from company standard operating procedures, which placed the airplane in an unsafe situation and led to an unstabilized approach, a descent below minimum descent altitude without visual contact with the runway environment, and an aerodynamic stall. Contributing to the accident were Execuflight's casual attitude toward compliance with standards; its inadequate hiring, training, and operational oversight of the flight crew; the company's lack of a formal safety program; and the Federal Aviation Administration's insufficient oversight of the company's training program and flight operations.

Findings

Personnel issues	Incorrect action performance - Flight crew
Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Angle of attack - Capability exceeded
Organizational issues	Personnel selection/training - Operator
Organizational issues	Adequacy of policy/proc - Operator
Organizational issues	Adequacy of safety program - Operator
Organizational issues	Oversight of reg compliance - FAA/Regulator
Organizational issues	Oversight of operation - FAA/Regulator
Organizational issues	Adequacy of policy/proc - Manufacturer
Aircraft	Data recorders (flight/maint) - Damaged/degraded
Aircraft	Data recorders (flight/maint) - Inadequate inspection

Factual Information

History of Flight

Approach-IFR final approach	Aerodynamic stall/spin (Defining event)
Approach-IFR final approach	Collision with terr/obj (non-CFIT)

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Pilot Information

Certificate:	Airline transport; Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 None	Last FAA Medical Exam:	June 23, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 6, 2015
Flight Time:	6170 hours (Total, all aircraft), 1020 hours (Total, this make and model), 3414 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 None	Last FAA Medical Exam:	September 3, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4382 hours (Total, all aircraft), 482 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N237WR
Model/Series:	HS 125 700A	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	NA-0252
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	August 12, 2015 AAIP	Certified Max Gross Wt.:	24800 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	14875 Hrs as of last inspection	Engine Manufacturer:	HONEYWELL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TFE731-3R-1H
Registered Owner:	RAIS GROUP INTERNATIONAL NC LLC	Rated Power:	3700 Lbs thrust
Operator:	Execufight	Operating Certificate(s) Held:	On-demand air taxi (135), Commercial space transportation license
Operator Does Business As:	Execufight Inc.	Operator Designator Code:	EXFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	AKR,1068 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	14:38 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:		Visibility	1.5 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	11°C / 9°C
Precipitation and Obscuration:			
Departure Point:	Dayton, OH (MGY)	Type of Flight Plan Filed:	IFR
Destination:	Akron, OH (AKR)	Type of Clearance:	IFR
Departure Time:	14:13 Local	Type of Airspace:	

Airport Information

Airport:	Akron Fullton Internatinonal AKC	Runway Surface Type:	Asphalt
Airport Elevation:	1068 ft msl	Runway Surface Condition:	Standing water
Runway Used:	25	IFR Approach:	Localizer only
Runway Length/Width:	6336 ft / 159 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	9 Fatal	Latitude, Longitude:	41.054721,-81.423614

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Matt Rigsby; FAA AVP-100; Fort Worth, TX Henry Soderlund; Textron Aviation; Wichita, KS Jay Eller; Honeywell; Phoenix, AZ Danny Lewkowicz; Execuflyght; Fort Lauderdale, FL Timothy Keck; National Air Traffic Controllers Association; Cleveland, OH Richard Recker; Textron Aviation; Wichita, KS Greg Hayward; Textron Aviation; Wichita, KS Richard Ruvido; Execuflyght; Fort Lauderdale, FL Julio Galarza; FAA Cleveland FSDO; Cleveland, OH Bill Schuster; Honeywell; Phoenix, AZ David Studtmann; Honeywell; Phoenix, AZ Gregory Smith; Execuflyght; Fort Lauderdale, FL Brian Weber; Textron Aviation; Wichita, KS Donnie Shackelford; Execuflyght; Fort Lauderdale, FL
Original Publish Date:	October 24, 2016
Last Revision Date:	
Investigation Class:	Class 1
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=92314

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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](#).