Aviation Investigation Final Report

Location:	Poplar, Montana	**Accident Number:**	WPR23LA087
Date & Time:	January 18, 2023, 08:18 Local	**Registration:**	N200EJ
Aircraft:	RAYTHEON AIRCRAFT COMPANY BE-200	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that while on approach for landing, the airplane started to lose altitude quickly. After the co-pilot noticed the high decent rate and the slow airspeed, he advised the pilot to add power. However, the airplane continued to descend and impacted terrain in a right wing and nose low attitude, about 30 yards short of the runway approach threshold, which resulted in substantial damage to the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot’s failure to maintain adequate airspeed and descent rate during the landing approach, which resulted in an impact with terrain short of the runway threshold.

Findings

Personnel issues	Aircraft control - Flight crew
Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-IFR final approach	Loss of control in flight (Defining event)

Pilot Information

Certificate:	Commercial	**Age:**	50,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:**	
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	January 4, 2023
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	July 29, 2022
Flight Time:	4242 hours (Total, all aircraft), 2068 hours (Total, this make and model), 5892 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Commercial	**Age:**	62,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	August 10, 2022
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 11, 2023
Flight Time:	10301 hours (Total, all aircraft), 4137 hours (Total, this make and model), 9753 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	RAYTHEON AIRCRAFT COMPANY	**Registration:**	N200EJ
Model/Series:	BE-200	**Aircraft Category:**	Airplane
Year of Manufacture:	2004	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	BB-1884
Landing Gear Type:	Retractable - Tricycle	**Seats:**	9
Date/Type of Last Inspection:	October 19, 2022 AAIP	**Certified Max Gross Wt.:**	12500 lbs
Time Since Last Inspection:		**Engines:**	2 Turbo prop
Airframe Total Time:	4538.7 Hrs at time of accident	**Engine Manufacturer:**	Pratt & Whitney
ELT:	C126 installed, activated, did not aid in locating accident	**Engine Model/Series:**	PT6A-42
Registered Owner:	LYNCH FLYING SERVICE INC DBA	**Rated Power:**	850 Horsepower
Operator:	LYNCH FLYING SERVICE INC DBA	**Operating Certificate(s) Held:**	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KPO1,2037 ft msl	**Distance from Accident Site:**	
Observation Time:	08:00 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	3 miles
Lowest Ceiling:	Overcast / 400 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	110°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.9 inches Hg	**Temperature/Dew Point:**	-3°C / -3°C
Precipitation and Obscuration:			
Departure Point:	Billings, MT (KBIL)	**Type of Flight Plan Filed:**	IFR
Destination:	Poplar, MT (PO1)	**Type of Clearance:**	IFR
Departure Time:	07:22 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	POPLAR MUNI PO1	**Runway Surface Type:**	Asphalt
Airport Elevation:	2037 ft msl	**Runway Surface Condition:**	Snow
Runway Used:	9	**IFR Approach:**	RNAV
Runway Length/Width:	4403 ft / 75 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	48.134417,-105.16213

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Tracy Brendal; Federal Aviation Administration; MT Levi D Smith ; Federal Aviation Administration; Helena, MT
Original Publish Date:	March 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106593