



National Transportation Safety Board Aviation Accident Final Report

Location:	QUINCY, IL	Accident Number:	CHI88FA090
Date & Time:	04/01/1988, 2252 CST	Registration:	N32076
Aircraft:	PIPER PA-32-300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DRG A NIGHT ARRIVAL, THE PLT WAS CLEARED FOR AN ILS RWY 4 APCH AFTER BEING ADZD THE SKY WAS PARTIALLY OBSCURED, MEASURED CEILING 200' OVERCAST, VIS 1/2 MI WITH FOG, WIND 080 AT 17 KTS. MINS FOR THE APCH WERE 200' CEILING & 1/2 MI VIS. THE PLT WAS CLEARED TO BEGIN THE APCH FROM A 7 MI DME ARC. AS THE ACFT DESCENDED ON THE APCH, RADAR CONTACT WAS LOST & THE PLT WAS CLEARED TO CONTACT QUINCY RADIO. AS THE PLT RPRTD PASSING THE QUINCY VOR (JUST SHORT OF THE ILS OUTER MARKER/FINAL APCH FIX), THE FSS SPECIALIST ADVISED HIM THE VIS HAD DROPPED TO 3/8 MI. AFTER THE PLT RPRTD PASSING THE OUTER MARKER, RADIO CONTACT WAS LOST, EXCEPT FOR THE SOUND OF A KEYED MIKE. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED WELL LEFT OF THE ILS CENTERLINE, APRX 3/10 MI WEST FROM THE APCH END OF RWY 4. NO PRE-ACDNT MALFUNCTION OR FAILURE OF THE ACFT OR ILS FACILITY WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DESCENT BELOW THE DH BY THE PILOT IN COMMAND DURING AN INSTRUMENT APPROACH INTO KNOWN ADVERSE WEATHER RATHER THAN PROCEEDING TO A SUITABLE ALTERNATE DESTINATION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
5. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. (C) DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
9. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/15/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	780 hours (Total, all aircraft), 734 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N32076
Model/Series:	PA-32-300 PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-40013
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	09/11/1987, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	39 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1731 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1A5
Registered Owner:	WINSTON N BLOCH JR.	Rated Power:	300 hp
Operator:	WINSTON N. BLOCH JR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	UIN, 769 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	2314 CST	Direction from Accident Site:	240°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9° C / 9° C
Precipitation and Obscuration:			
Departure Point:	WOOSTER, OH (BJJ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	QUINCY MUNI-BALDWIN FIELD	Runway Surface Type:	Asphalt
Airport Elevation:	769 ft	Runway Surface Condition:	
Runway Used:	4	IFR Approach:	Localizer Only
Runway Length/Width:	7097 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	01/16/1990
Additional Participating Persons:	ROBERT BOOB, JR.; VERO BEACH, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).