



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	QUINCY, IL	<b>Accident Number:</b>	CHI88FA090
<b>Date &amp; Time:</b>	04/01/1988, 2252 CST	<b>Registration:</b>	N32076
<b>Aircraft:</b>	PIPER PA-32-300	<b>Injuries:</b>	2 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	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

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 THEN 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)

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N32076
<b>Model/Series:</b>	PA-32-300 PA-32-300	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WINSTON N. BLOCH JR	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-K1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	UIN, 769 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 200 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 80°
<b>Temperature:</b>	9° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WOOSTER, OH (BJJ)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	QUINCY MUNI-BALDWIN FIELD	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	4	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	7097 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): WILLIAM C BRUCE

Adopted Date: 01/16/1990

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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