



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGFIELD, IL	Accident Number:	CHI89FA038
Date & Time:	01/01/1989, 1758 CST	Registration:	N2305U
Aircraft:	CESSNA T210N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

EXECUTED MISSED APPROACH FROM FIRST ILS APPROACH. WHILE RECEIVING VECTORS FOR SECOND APPROACH, PILOT ADVISED PEORIA, QUINCY & ST. LOUIS WERE STILL ABOVE MINIMUMS. PILOT REPLIED 'I DON'T WANT TO SPEND THE NIGHT IN QUINCY'. DURING SECOND APPROACH CRASHED 2000 FT SHORT OF RUNWAY. CEILING & VISIBILITY ZERO.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER IFR PROCEDURE DURING AN ILS APPROACH IN BELOW MINIMUM CONDITIONS, AND THE PILOT'S FAILURE TO PROCEED TO AN ALTERNATE DESTINATION. CONTRIBUTING FACTORS WERE THE ADVERSE WEATHER CONDITIONS.

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. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
5. (C) DISREGARDED - PILOT IN COMMAND
6. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/27/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 525 hours (Total, this make and model), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2305U
Model/Series:	T210N T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	210647778
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-R
Registered Owner:	KENNETH M. TYLER	Rated Power:	310 hp
Operator:	KENNETH M. TYLER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SPI, 597 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1802 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -3° C
Precipitation and Obscuration:			
Departure Point:	GARDEN CITY, KS (GCK)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1446 CST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	09/30/1991
Additional Participating Persons:	ANDREW HALL; WICHITA, KS R. S BOYLE; ARVADA, CO G. HAMLIN; SPRINGFIELD, IL		
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/ .		

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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](#).