



National Transportation Safety Board Aviation Accident Final Report

Location:	SUNSET HILLS, MO	Accident Number:	MKC85FA062
Date & Time:	02/25/1985, 1935 CST	Registration:	N404RS
Aircraft:	PIPER PA-31P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT WAS ON A NGT INSTRUCTIONAL FLT WITH 2 MULTI-ENG INSTRUCTOR PLTS AT THE CONTROLS & A RATED PLT OCCUPYING A REAR PAX SEAT. THE RGT FNT SEAT OCCUPANT WAS AN EXPERIENCED MULTI-ENG PLT WITH 110 HRS IN THIS MAKE & MODEL; HOWEVER, HIS 2NDCLASS MED CERT WAS ISSUED IN JAN 1983. THE L FNT SEAT OCCUPANT HAD JUST RECEIVED HIS MULTI-ENG INTRUCTOR RATING & HAD ONLY 3 HRS IN THIS MAKE & MODEL. HE HAD A CURRENT MED CERT & WAS PRESUMED TO BE THE PLT-IN-COMMAND. THE AIRCREW MADE 2 PASSES OVER RWY 18, THEN MANUEVERED ONTO A DOWNWIND LEG OF THE PATTERN. ACCORDING TO WITNESSES, THE ACFT WAS NORTHEAST OF THE ARPT AT APRX 300 TO 400 FT AGL & MANEUVERING BACK TOWARD THE RWY WHEN IT ENTERED A STEEP DSCNT, CRASHED & BURNED. THE ACFT CRASHED NORTHEAST OF THE ARPT IN A WOODED AREA. IMPACT OCCURRED ON A SOUTHERLY HDG IN ABOUT AN 18 DEG DIVE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND; HOWEVER, THE ACFT WAS EXTENSIVELY DAMAGED DURING IMPACT. TOX CHECKS OF THE PAX & RGT FNT SEAT OCCUPANTS SHOWED EACH HAD AN ALCOHOL LVL OF 0.117%. NO ALCOHOL FND IN THE L FNT SEAT OCCUPANT'S BLOOD

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) JUDGMENT - POOR - PILOT IN COMMAND
 2. (C) JUDGMENT - POOR - OTHER CREWMEMBER
 3. (C) IMPAIRMENT(ALCOHOL) - OTHER CREWMEMBER
 4. (F) QUALIFICATION - OTHER CREWMEMBER
 5. (F) LIGHT CONDITION - DARK NIGHT
 6. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 7. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 8. (C) REMEDIAL ACTION - INADEQUATE - OTHER CREWMEMBER
-

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

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1420 hours (Total, all aircraft), 3 hours (Total, this make and model), 1396 hours (Pilot In Command, all aircraft), 162 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N404RS
Model/Series:	PA-31P PA-31P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/10/1985, 100 Hour	Certified Max Gross Wt.:	7800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	493 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIGO-541-E1A
Registered Owner:	WTS, INC.	Rated Power:	425 hp
Operator:	WTS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SUS, 461 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1948 CST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	FENTON, MO (3WE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1830 CST	Type of Airspace:	Class E

Airport Information

Airport:	WEISS (3WE)	Runway Surface Type:	
Airport Elevation:	435 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:	
Additional Participating Persons:	PAUL INGLIS; ST. LOUIS, MO ROY LAAKMAN; ST. LOUIS, MO		
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 pubinquiry@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](#).