



National Transportation Safety Board Aviation Accident Final Report

Location:	EL DORADO, AR	Accident Number:	MKC84FA084
Date & Time:	02/26/1984, 1430 CST	Registration:	N33BP
Aircraft:	PIPER PA-31P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE ACFT CRASHED INTO TREES 2 MILES SHORT OF THE RWY DURING AN INSTRUMENT APPROACH IN IMC WEATHER. A PLT IN THE RIGHT FRONT SEAT SAID THAT JUST PRIOR TO IMPACT, THE ACFT WAS DESCENDING AT 2500 FPM, & WHEN HE LOOKED AHEAD, HE SAW TREES. HESAID HE YELLED AT THE PLT TO 'PULL UP' BUT THE PLT DID NOT REACT.

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

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - FOG
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
7. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; 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):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/23/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6000 hours (Total, all aircraft), 75 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N33BP
Model/Series:	PA-31P PA-31P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31P7400197
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/08/1984, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2328 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIGO-541-E1A
Registered Owner:	VIVIAN INDUSTRIAL PLASTICS,INC	Rated Power:	425 hp
Operator:	VIVIAN INDUSTRIAL PLASTICS,INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELD, 277 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1430 CST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Unknown / 400 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 11° C
Precipitation and Obscuration:			
Departure Point:	MEMPHIS, TN (MEM)	Type of Flight Plan Filed:	IFR
Destination:	VIVIAN, LA (3F4)	Type of Clearance:	IFR
Departure Time:	1308 CST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	GOODWIN (ELD)	Runway Surface Type:	Asphalt
Airport Elevation:	277 ft	Runway Surface Condition:	Wet
Runway Used:	22	IFR Approach:	Localizer Only
Runway Length/Width:	6600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	LOTT M LUTHER; LITTLE ROCK, AR		
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/ .		

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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](#).