



National Transportation Safety Board Aviation Accident Final Report

Location:	KANSAS CITY, KS	Accident Number:	DCA85AA009
Date & Time:	01/09/1985, 0701 CST	Registration:	N357Q
Aircraft:	LOCKHEED 188A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

DURING ARRIVAL TO THE KANSAS CITY DOWNTOWN ARPT, THE FLT WAS VECTORED FOR A VOR RWY 3 APCH, THEN WAS CLEARED FOR THE APCH & TO CIRCLE & LAND ON RWY 36. ON FINAL APCH, THE ACFT WAS HI & WAS NOT IN A POSITION TO LAND, SO THE FLT WAS CLEARED TO CIRCLE LEFT FOR ANOTHER APCH TO LAND. THE AIRCREW ACKNOWLEDGED & BEGAN CIRCLING LEFT WHICH TOOK THEM IN THE VICINITY OF THE FAIRFAX ARPT. A SHORT TIME LATER, THE ATC CONTROLLER CAUTIONED THAT THE FLT MIGHT BE LINING UP FOR THE FAIRFAX ARPT. SUBSEQUENTLY, THE CREW INITIATED A MISSED APCH & WERE INSTRUCTED TO TURN TO 360 DEG & CLIMB TO 3000 FT. THE ACFT BEGAN A STEEP CLIMB TO 3100 FT, STALLED & ENTERED A STEEP DESCENT. BEFORE THE DESCENT WAS ARRESTED, THE ACFT IMPACTED IN A PUBLIC WATER TREATMENT PLANT. CVR RECORDINGS INDICATED THAT THE 1ST OFFICER WAS FLYING THE ACFT DURING THEEN ROUTE DESCENT, VOR APCH & CIRCLING APCH, THEN THE CAPTAIN TOOK CONTROL DURING THE MISSED APCH. AN EXAM OF THE WRECK- AGE REVEALED NO EVIDENCE OF AN AIRFRAME OR POWERPLANT PROBLEM. ALSO, THERE WAS NO EVIDENCE THAT THE CARGO HAD SHIFTED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DAWN
4. (F) IFR PROCEDURE - IMPROPER - COPILOT/SECOND PILOT
5. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. MANEUVER - PERFORMED - COPILOT/SECOND PILOT
7. (F) BECAME LOST/DISORIENTED - INADVERTENT - COPILOT/SECOND PILOT
8. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. MISSED APPROACH - INITIATED
10. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. (C) STALL - INADVERTENT - PILOT IN COMMAND
12. REMEDIAL ACTION - DELAYED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14500 hours (Total, all aircraft), 5000 hours (Total, this make and model), 64 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N357Q
Model/Series:	188A 188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	1044
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	118000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	D-501-D13
Registered Owner:	TPI INTERNATIONAL AIRWAYS, INC	Rated Power:	3750 hp
Operator:	TPI INTERNATIONAL AIRWAYS, INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	TPI

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	MKC, 758 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	0700 CDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown / 1000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C / -6° C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DTW)	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY, MO (MKC)	Type of Clearance:	IFR
Departure Time:	0515 CST	Type of Airspace:	Class E

Airport Information

Airport:	KANSAS CITY DOWNTOWN (MKC)	Runway Surface Type:	Concrete; Snow
Airport Elevation:	758 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	VOR/DME
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GAIL	DAIL	Report Date:
Additional Participating Persons:			
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](#).