



National Transportation Safety Board Aviation Accident Final Report

Location:	CHADRON, NE	Accident Number:	MKC88FA032
Date & Time:	12/22/1987, 2057 MST	Registration:	N105GP
Aircraft:	CESSNA 402C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE ACFT WAS ON A FLT TO CHADRON VIA CHADRON VOR. ABT 30 MI SSE OF THE VOR, THE PLT REQD & WAS CLRD TO FLY DRCT TO ACKMEIAF FOR AN NDB RWY 2 APCH. THE ACFT CONTD TWD THE VOR WHICH WAS IN THE SAME GENERAL DRCTN, BUT 11.9 MI SOUTH OF ACKME. THE NDB WAS AT THE ARPT. ACKME IAF WAS 9 MI SW OF THE ARPT ON A BRG OF 227 DEG & DEFINED BY AN INTXN WITH THE 356 DEG RADIAL OF THE VOR. ABT 3 TO 4 MI SE OF THE VOR, RADAR SVC WAS TRMTD & FREQ CHG WAS MADE. SUBSEQUENTLY, THE ACFT STRUCK TREES ON A RIDGE & CRASHED. INITIAL IMPACT OCCURRED IN WINGS LVL FLT AT APRX 4480' ON A DRCT ROUTE BTN THE VOR & ACKME IAF. AN INV REVEALED THAT AFTER THE FREQ CHG, THE ACFT CONTD TO THE VOR, THEN MNVRD AS IF THE PLT WAS FLYING THE NDB APCH, BUT WAS USING THE VOR AS THE IAF. RADAR DATA SHOWED CTC WAS LOST AFTER A PROCEDURE TURN WAS MADE & THE ACFT WAS OUTBND ABT 6 MI NE OF THE VOR. THE CRASH SITE, HOWEVER, WAS ABT 3 MI WSW OF WHERE RADAR CTC WAS LAST RECORDED. THE WX AT CHADRON WAS IN PART: 500' OVC, 1.5 MI VIS WITH LGT SNW & FOG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND.

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

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - SNOW
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. PLANNED APPROACH - DISCONTINUED
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - HIGH TERRAIN
9. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	40, 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; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/12/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6865 hours (Total, all aircraft), 169 hours (Total, this make and model), 6656 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 66 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N105GP
Model/Series:	402C 402C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402C-0642
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	12/18/1987, AAIP	Certified Max Gross Wt.:	6850 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8229 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-VB
Registered Owner:	RONDOT ENTERPRISES INC.	Rated Power:	325 hp
Operator:	G.P. EXPRESS	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	GPPA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CDR, 3296 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	2245 CDT	Direction from Accident Site:	15°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -2° C
Precipitation and Obscuration:			
Departure Point:	ALLIANCE, NE (AIA)	Type of Flight Plan Filed:	IFR
Destination:	CHADRON, NE (CDR)	Type of Clearance:	IFR
Departure Time:	2234 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:	02/24/1989
Additional Participating Persons:	MEL BRIDGEWATER; MOBILE, AL TERESA O'LEARY; WICHITA, KS DANNY BAKER; GRAND ISLAND, NE		
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](#).