



National Transportation Safety Board Aviation Accident Final Report

Location:	HAZELWOOD, MO	Accident Number:	MKC88FA041
Date & Time:	01/18/1988, 1903 CST	Registration:	N200RS
Aircraft:	PIPER PA-31T-620	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 3 Serious

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE PAX SAID THAT THE APPROACH APPEARED NORMAL UNTIL THE PILOT TURNED ON THE LDG LIGHTS WHILE IN THE OVERCAST. SECONDS AFTER, THE ACFT IMPACTED TREES, CAREENING OUT OF CONTROL, AND SNAPPING POWER LINES; THEN STRIKING A HOUSE ROOF BEFORE COMING TO REST ON THE GROUND. THE AIRPLANE BEGAN TO BURN AS IT WENT THROUGH THE POWER LINES. THE WEATHER AT THE TIME WAS AT OR ABOVE IFR LANDING MINIMUMS. THE FLIGHT HAD BEEN IN A HOLDING PATTERN FOR FORTY FIVE MINUTES PRIOR TO COMMENCING THE APPROACH. ALL OF THE AIRCRAFT'S SYSTEMS AND POWERPLANTS, AS WELL AS THE FAA APPROACH FACILITIES, WERE DETERMINED TO BE IN WORKING ORDER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PROPER GLIDE PATH NOT MAINTAINED BY P.I.C., DECISION HEIGHT NOT IDENTIFIED BY THE P.I.C., MISSED APPROACH NOT PERFORMED BY THE P.I.C. TURNING ON LIGHTS IN OVERCAST.

Findings

Occurrence #1: UNDERSHOOT

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

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
5. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
7. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

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

Findings

8. (F) OBJECT - TREE(S)
9. (F) OBJECT - WIRE, TRANSMISSION
10. (F) OBJECT - RESIDENCE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	60, 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):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/16/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 400 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N200RS
Model/Series:	PA-31T-620 PA-31T-620	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31T-7520011
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT-6A-28
Registered Owner:	ROBINSON FOUNDRY, INC.	Rated Power:	680 hp
Operator:	ROBINSON FOUNDRY, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	STL, 605 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1851 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3° C / 2° C
Precipitation and Obscuration:			
Departure Point:	ALEXANDER CITY, AL (ALX)	Type of Flight Plan Filed:	IFR
Destination:	QUINCY, IL (UIN)	Type of Clearance:	IFR
Departure Time:	1604 CST	Type of Airspace:	Class B

Airport Information

Airport:	LAMBERT-ST. LOUIS (STL)	Runway Surface Type:	Concrete
Airport Elevation:	605 ft	Runway Surface Condition:	Wet
Runway Used:	12	IFR Approach:	ILS
Runway Length/Width:	9003 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal, 3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RAMON VARGAS	Report Date:	06/25/1990
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/ .		

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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](#).