



National Transportation Safety Board Aviation Accident Final Report

Location:	DUBUQUE, IA	Accident Number:	MKC83FA045
Date & Time:	12/24/1982, 2030 CST	Registration:	N4091U
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

AT 2015 THE FLT CONTACTED ARTCC & REQUESTED DUBUQUE WX. THEY WERE ADVISED THAT DUBUQUE WAS 500 FT INDEFINITE CEILING, SKY OBSCURED, VISIBILITY 1/2 MI FOG & THEY WOULD BE VECTORED FOR A BACK COURSE RWY 13 APCH. THE FLT THEN REQUESTED THE FRONT COURSE APCH TO RWY 31 & THE CONTROLLER ADVISED THE FLT THAT IT WOULD BE VECTORED TO THE ILS FRONT COURSE APPROACH TO RWY 31. APPROXIMATELY 40 SECS LATER THE FLT ADVISED THE CONTROLLER THAT IT WOULD TAKE THE BACK COURSE APCH TO RWY 13. THE LANDING MINIMA FOR A STRAIGHT-IN ILS RWY 31 IS 1/2 MILE VISIBILITY & FOR A STRAIGHT-IN LOC/DME BACK COURSE APCH TO RWY 13 3/4 MILE VISIBILITY. THE ACFT'S WRECKAGE WAS FOUND IN A VALLEY ABOUT 3/4 MILE SHORT OF RWY 13 & APPROXIMATELY 100 FT BELOW THE RWY ELEVATION.

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 - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (C) MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1230 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4091U
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	318152159
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	4 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2548 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	AMERICAN CENTRAL AIRLINES	Rated Power:	350 hp
Operator:	AMERICAN CENTRAL AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	52° C / 0° C
Precipitation and Obscuration:			
Departure Point:	DES MOINES, IA (C)	Type of Flight Plan Filed:	IFR
Destination:	DUBUQUE, IA (C)	Type of Clearance:	
Departure Time:	1939	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/24/1983
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 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](#).