



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WILMINGTON, NC	<b>Accident Number:</b>	ATL90FA108
<b>Date &amp; Time:</b>	05/04/1990, 0731 EDT	<b>Registration:</b>	N418NE
<b>Aircraft:</b>	Government Aircraft Fact (GAF) N24A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

DURING ARRIVAL, THE PLT MADE AN ILS LOCALIZER BACKCOURSE APCH TO RWY 16 & WAS CLEARED TO LAND. HE RPRTD HE WAS INITIATING A MISSED APCH. APRX 10 SECONDS LATER, HE RPRTD THE RWY IN SIGHT & REQUESTED A VISUAL APCH TO LAND ON RWY 34. THE PLT WAS CLEARED TO LAND & THE ACFT WAS OBSERVED TO MANEUVER TO THE RIGHT (WEST OF THE RWY), THEN TURN BACK LEFT TO A FINAL APCH. HOWEVER, IT CRASHED SHORT OF RWY 35. AN EXAM OF THE CRASH SITE REVEALED EVIDENCE THAT THE ACFT WAS IN A NORMAL UPRIGHT ATTITUDE ON A HEADING OF 340 DEG, WHEN IT CRASHED. INITIAL IMPACT WAS WITH THE APCH LIGHTING SYSTEM SHORT OF RWY 34. A KING-AIR PLT, WHO LANDED ON RWY 16 BEFORE THE ACDNT, ESTIMATED THE CLOUD BASES WERE ABOUT 400' AGL. MIN DSCNT ALT (MDA) FOR THE BACKCOURSE APCH WAS 460' MSL. MDA FOR A CIRCLING APCH TO RWY 16 WAS 550' MSL. THE ARPT ELEVATION WAS 32'.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN SUFFICIENT ALTITUDE DURING A CIRCLING MANEUVER FOR LANDING. FACTORS RELATED TO THE ACCIDENT WERE: WEATHER CONDITIONS BELOW MINIMUMS FOR A CIRCLING APPROACH, AND FAILURE OF THE PILOT TO FOLLOW IFR PROCEDURES.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CIRCLING (IFR)

### Findings

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. MISSED APPROACH - INITIATED - PILOT IN COMMAND
4. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. MANEUVER - INITIATED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
7. OBJECT - APPROACH LIGHT/NAVAID
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/09/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2200 hours (Total, all aircraft), 99 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Government Aircraft Fact (GAF)	<b>Registration:</b>	N418NE
<b>Model/Series:</b>	N24A N24A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	N24-89
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/14/1990, AAIP	<b>Certified Max Gross Wt.:</b>	9250 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	3590 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	250-B17C
<b>Registered Owner:</b>		<b>Rated Power:</b>	420 hp
<b>Operator:</b>	DOLPHIN AVIATION	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	TAR HEEL AVIATION	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILM, 32 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0731 EDT	Direction from Accident Site:	320°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	RALEIGH, NC (RDU)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	0641 EDT	Type of Airspace:	

## Airport Information

Airport:	NEW HANOVER (ILM)	Runway Surface Type:	Asphalt
Airport Elevation:	32 ft	Runway Surface Condition:	Wet
Runway Used:	34	IFR Approach:	Circling; LOC-backcourse
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	06/19/1991
Additional Participating Persons:	MARTIN SPEISER; WASHINGTON, DC FRED KLEIN; WINSTON-SALEM, NC STEPHEN GIBBS; WINSTON-SALEM, NC JERE FOUNTAIN; MILLVILLE, NJ		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).