



National Transportation Safety Board Aviation Accident Final Report

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

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

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

Certificate:	Commercial	Age:	26, 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):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last Medical Exam:	10/09/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILM, 32 ft msl	Observation Time:	0731 EDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	320°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-18° C / -18° C
Lowest Ceiling:	Broken / 800 ft agl	Visibility	1 Miles
Wind Speed/Gusts, Direction:	5 knots, 150°	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
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	Adopted 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 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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