



Aviation Investigation Factual Report

Location:	QUINCY, Illinois	Accident Number:	DCA97MA009
Date & Time:	November 19, 1996, 17:01 Local	Registration:	N87GL
Aircraft:	Beech 1900C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	12 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Factual Information

On November 19, 1996, at 1703 CST, a United Express Beechcraft 1900c, Flight 5925 collided with a Beechcraft King Air A90, N1127D, at Quincy Municipal Airport, near Quincy, Illinois. The United Express flight was completing its landing roll on runway 13 and the King Air was departing on runway 4. Both pilots and 10 passengers on the 1900C and both pilots on the A90D were killed. Both aircraft were destroyed. The 1900C was on an IFR flight plan and operating under FAR part 135. The A90 had not filed a flight plan and was operating under FAR part 91. The complete narrative for this investigation is contained in PB97-910404, NTSB/AAR-97/04.

Pilot Information

Certificate:	Airline transport	Age:	30,Female
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 26, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 28, 1996
Flight Time:	4000 hours (Total, all aircraft), 2200 hours (Pilot In Command, all aircraft), 235 hours (Last 90 days, all aircraft), 91 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	24,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 18, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 10, 1996
Flight Time:	1950 hours (Total, all aircraft), 223 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N87GL
Model/Series:	1900C 1900C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	UC-87
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	April 27, 1996 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	18446 Hrs	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	PT6A-65B
Registered Owner:	RAYTHEON AIRCRAFT CREDIT ASSN.	Rated Power:	1173 Horsepower
Operator:	GREAT LAKES AVIATION, LTD.	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	UNITED EXPRESS AIRLINES	Operator Designator Code:	GLBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	UIN ,700 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:09 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	12 miles
Lowest Ceiling:	Broken / 14000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLINGTON , IA (BRL)	Type of Flight Plan Filed:	IFR
Destination:	QUINCY , IL (UIN)	Type of Clearance:	IFR
Departure Time:	16:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	QUINCY MUNICIPAL UIN	Runway Surface Type:	Asphalt
Airport Elevation:	769 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5398 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	10 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	12 Fatal	Latitude, Longitude:	39.929058,-91.380119(est)

Administrative Information

Investigator In Charge (IIC): Benzon, Robert

Additional Participating Persons: VICTORIA F ANDERSON;

Report Date: March 10, 1998

Last Revision Date:

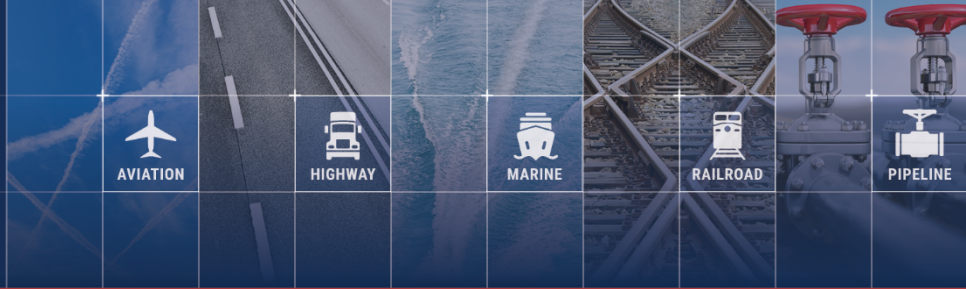
Investigation Class: [Class 1](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=11020>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Factual Report

Location:	QUINCY, Illinois	Accident Number:	DCA97MA009
Date & Time:	November 19, 1996, 17:01 Local	Registration:	N1127D
Aircraft:	Beech A90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation		

Factual Information

On November 19, 1996, at 1703 CST, a United Express Beechcraft 1900c, Flight 5925 collided with a Beechcraft King Air A90, N1127D, at Quincy Municipal Airport, near Quincy, Illinois. The United Express flight was completing its landing roll on runway 13 and the King Air was departing on runway 24. Both pilots and 10 passengers on the 1900C and both pilots on the A90D were killed. Both aircraft were destroyed. The 1900C was on an IFR flight plan and operating under FAR part 135. The A90 had not filed a flight plan and was operating under FAR part 91. The complete narrative of this investigation is contained in PB97-910404, NTSB/AAR-97/04.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	25648 hours (Total, all aircraft), 22 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1127D
Model/Series:	A90 A90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	July 15, 1996 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:	32 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	11392 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	CENTURION INVESTMENT, INC	Rated Power:	550 Horsepower
Operator:	CENTURION INVESTMENT, INC.	Operating Certificate(s) Held:	
Operator Does Business As:	AVIATION MATERIALS AND TECHNIC	Operator Designator Code:	NONE

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Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

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