



# Aviation Investigation Final Report

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

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## Analysis

The Beech 1900C, N87GL, was in its landing roll on runway 13, and the Beech A90, N1127D, was in its takeoff roll on runway 4. The collision occurred at the intersection of the two runways. The flight crew of the Beech 1900C had made appropriate efforts to coordinate the approach & landing through radio communications & visual monitoring; however they mistook a Cherokee pilot's transmission (that he was holding for departure on runway 4) as a response from the Beech A90 to their request for the Beech A90's intentions, and therefore mistakenly believed that the Beech A90 was not planning to take off until after the Beech 1900C had cleared the runway. The failure of the Beech A90 pilot to announce over the common traffic advisory frequency his intention to take off created a potential for collision between the two airplanes.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilots in the King Air A90 to effectively monitor the common traffic advisory frequency or to properly scan for traffic, resulting in their commencing a takeoff roll when the Beech 1900C (United Express flight 5925) was landing on an intersecting runway. Contributing to the cause of the accident was the Cherokee pilot's interrupted radio transmission, which led to the Beech 1900C pilot's misunderstanding of the transmission as an indication from the King Air that it would not take off until after flight 5925 had cleared the runway. Contributing to the severity of the accident and the loss of life were the lack of adequate aircraft rescue and firefighting services and the failure of the air stair door on the Beech 1900C to be opened. (NTSB Report AAR-97/04)

## Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: LANDING - ROLL

### Findings

1. (C) MONITORING - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. (F) COMMUNICATIONS - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT
4. (F) AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

## 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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	30,Female
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 26, 1996
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 28, 1996
<b>Flight Time:</b>	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

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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Benzon, Robert

**Additional Participating Persons:** VICTORIA F ANDERSON;

**Original Publish Date:** March 31, 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 Final Report

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

## Analysis

The Beech 1900C, N87GL, was in its landing roll on runway 13, and the Beech A90, N1127D, was in its takeoff roll on runway 4. The collision occurred at the intersection of the two runways. The flight crew of the Beech 1900C had made appropriate efforts to coordinate the approach & landing through radio communications & visual monitoring; however they mistook a Cherokee pilot's transmission (that he was holding for departure on runway 4) as a response from the Beech A90 to their request for the Beech A90's intentions, and therefore mistakenly believed that the Beech A90 was not planning to take off until after the Beech 1900C had cleared the runway. The failure of the Beech A90 pilot to announce over the common traffic advisory frequency his intention to take off created a potential for collision between the two airplanes.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilots in the King Air A90 to effectively monitor the common traffic advisory frequency or to properly scan for traffic, resulting in their commencing a takeoff roll when the Beech 1900C (United Express flight 5925) was landing on an intersecting runway. Contributing to the cause of the accident was the Cherokee pilot's interrupted radio transmission, which led to the Beech 1900C pilot's misunderstanding of the transmission as an indication from the King Air that it would not take off until after flight 5925 had cleared the runway. Contributing to the severity of the accident and the loss of life were the lack of adequate aircraft rescue and firefighting services and the failure of the air stair door on the Beech 1900C to be opened. (NTSB Report AAR-97/04)

## Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) MONITORING - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) COMMUNICATIONS - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT
4. (F) AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

## 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

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

## Aircraft and Owner/Operator Information

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

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	UIN ,700 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	17:09 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	Broken / 14000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	QUINCY MUNICIPAL UIN	<b>Runway Surface Type:</b>	Asphalt
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<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	39.929058,-91.380119(est)

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