



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LYNN, IN	<b>Accident Number:</b>	CHI98FA031
<b>Date &amp; Time:</b>	11/02/1997, 1640 EST	<b>Registration:</b>	N79TH
<b>Aircraft:</b>	Piper PA-34-200T	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot received a weather briefing during which time he was informed of an AIRMET for icing conditions. The airplane departed at 1534. Last ATC contact with the airplane was at 1639 when the pilot acknowledged a frequency change while at an altitude of 11,000' msl. The airplane dropped off radar about one minute later. A center weather advisory was in effect which advised of moderate isolated severe mixed/rime icing in clouds between 4,000' and 13,000'. Inspection of the wreckage indicates the airplane experienced an inflight breakup. No evidence was found to indicate any pre-accident failures/malfunctions of the airplane and/or engines existed.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control of the airplane which resulted in the inflight separation of the wings, vertical stabilizer/rudder, and the stabilator. Factors associated with the accident the pilot continued the flight into known adverse weather and the icing conditions which existed.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
  2. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. (C) WING - OVERLOAD
5. (C) WING - SEPARATION
6. (C) FLIGHT CONTROL, STABILATOR - OVERLOAD
7. (C) FLIGHT CONTROL, STABILATOR - SEPARATION
8. (C) VERTICAL STABILIZER - OVERLOAD

## 9. (C) VERTICAL STABILIZER - SEPARATION

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

10. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3486 hours (Total, all aircraft), 3417 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N79TH
<b>Model/Series:</b>	PA-34-200T PA-34-200T	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	S AND K AVIATION	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-360-EB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MIE, 937 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 4500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 260°
<b>Temperature:</b>	5°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WEST CHICAGO, IL (DPA)	<b>Destination:</b>	CHARLESTON, WV (CRW)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): TODD J CARLSON      Adopted Date: 02/29/2000

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](mailto: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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