



National Transportation Safety Board Aviation Accident Data Summary

Location:	MOSINEE, WI	Accident Number:	CHI92FA066
Date & Time:	01/02/1992, 1305 CST	Registration:	N500BH
Aircraft:	PIPER PA-31P	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PILOT WAS CLEARED FOR AN ILS APPROACH AT HIS DESTINATION, AND REQUESTED TO REPORT ALTITUDE OF 3,000 FEET ON THE APPROACH. THIS WAS THE LAST RADIO TRANSMISSION RECEIVED FROM THE PILOT. AIRCRAFT WAS FOUND IN SOFT FIELD SIX MILES FROM THE AIRPORT. LANDING GEAR WAS UP, FLAPS WERE DOWN. FISHERMAN NEARBY REPORTED HEARING THE AIRCRAFT MANEUVERING AT LOW ALTITUDE. HE REPORTED THAT THE ENGINES SOUNDED FINE, BUT THE SOUND WAS CHANGING IN PITCH AND INTENSITY. HE REPORTED THAT GOT QUIET JUST A FEW SECONDS BEFORE HE HEARD THE IMPACT. THE INVESTIGATION REVEALED THAT THERE WAS EVIDENCE OF A FIRE IN THE NOSE BAGGAGE COMPARTMENT. THE CABIN HEATER IS LOCATED IN THE NOSE BAGGAGE COMPARTMENT, AND HAD A RECENT HISTORY OF DISCREPANCIES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INFLIGHT FIRE WITH THE CABIN HEATER AS THE ORIGIN, AND UNSUITABLE TERRAIN IN WHICH TO MAKE A FORCED LANDING. A FACTOR RELATED TO THE ACCIDENT WAS THE SOFT TERRAIN.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. (C) AIR COND/HEATING/PRESSURIZATION - FIRE
2. (F) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) TERRAIN CONDITION - NONE SUITABLE
4. (F) TERRAIN CONDITION - SOFT

Occurrence #3: FIRE
Phase of Operation: OTHER

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	8150 hours (Total, all aircraft), 1500 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N500BH
Model/Series:	PA-31P PA-31P	Engines:	2 Reciprocating
Operator:	BECHER HOPPE ENGINEERS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	TIGO-541-E1A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CWA, 1277 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 500 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 140°
Temperature:	0° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	MINNEAPOLIS, MN (MSP)	Destination:	MOSINEE, WI (CWA)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Mark E Doub	Adopted Date:	03/24/1993
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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