



National Transportation Safety Board Aviation Accident Final Report

Location:	KOKOMO, IN	Accident Number:	FTW87FA183
Date & Time:	08/01/1987, 1053 CDT	Registration:	N7841P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLTS PREFLT WX BRIEFING REVEALED MARGINAL VFR & IFR WX ALONG HIS PROPOSED ROUTE, WITH A PRECAUTION FOR THUNDERSTORMS. AN IFR FLT PLAN WAS FILED AND THE ACFT DEPARTED. LATER DURING FLT THE PLT WAS RADIOED INFO ABOUT A CONVECTIVE SIGMET THAT CONTAINED A LINE OF T-STORMS REACHING 45000 FT ACROSS HIS ROUTE. THE PLT STATED THAT HE WANTED TO CONTINUE ON ROUTE & WOULD CHECK BACK LATER. ABOUT 20 MIN LATER THE PLT WAS WARNED THAT HE WAS ABOUT TO ENTER HEAVY PRECIP AND WAS OFFERED AN ESCAPE ROUTE. HIS LAST TRANSMISSION WAS 'OK FOUR ONE POP.' A FEW MINUTES LATER HIS TRANSPONDER CODE WAS LOST ON RADAR. THE ACFT WAS AT 9000 FT MSL AND EXPERIENCED INFLT SEPARATION OF BOTH WINGS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (C) HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

3. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. (C) WING - FAILURE, TOTAL
5. (C) WING - OVERLOAD

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/11/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4200 hours (Total, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7841P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-3063
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/14/1986, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-A1D5
Registered Owner:	LEONARD W. JOHNSON, JR.	Rated Power:	250 hp
Operator:	LEONARD W. JOHNSON, JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GUS, 813 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1055 CDT	Direction from Accident Site:	355°
Lowest Cloud Condition:	Partial Obscuration / 600 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 21° C
Precipitation and Obscuration:			
Departure Point:	NASHVILLE, TN (BNA)	Type of Flight Plan Filed:	IFR
Destination:	ELKHART, IN (EKM)	Type of Clearance:	IFR
Departure Time:	0848 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	J O JOHNSON	Report Date:	12/27/1988
Additional Participating Persons:	EDWIN W ROBINSON; INDIANAPOLIS, IN		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).