



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ELKIN, NC	<b>Accident Number:</b>	ATL83AA305
<b>Date &amp; Time:</b>	08/01/1983, 1305 EDT	<b>Registration:</b>	CGGHP
<b>Aircraft:</b>	BEECH F35	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING HIS 1010 WX BRIEFING FOR THE PROPOSED ROUTE OF FLT, THE PLT WAS ADVISED THAT SHOWERS WERE EXPECTED IN WEST VIRGINIA & THAT IT MIGHT NOT BE POSSIBLE TO MAINTAIN VFR BELOW CLOUDS ALONG THE MOUNTAINOUS ROUTE. THE BRIEFER SUGGESTED AN ALTERNATE ROUTE FURTHER EAST. THE PLT, HOWEVER, FILED A VFR FLT PLAN VIA THE ORIGINALLY PROPOSED WESTERN ROUTE. WITNESSES HEARD ENG SOUNDS AS THE ACFT APPARENTLY APPROACHED A BLACK CLOUD. THE ACFT WAS NOT SEEN, HOWEVER, UNTIL IT SPIRALED OUT OF THE BOTTOM OF THE BLACK CLOUD WITH ONE WING MISSING. A FEW MINUTES AFTER THE ACCIDENT, RAIN BEGAN FALLING & LIGHTNING WAS OBSERVED IN THE CLOUDS. THE 1305 TRI-CITY, TN RADAR PHOTOGRAPH SHOWED THUNDERSTORM ACTIVITY NEAR THE ACCIDENT SITE & A LARGE AREA OF THUNDERSTORM ACTIVITY WEST OF THE ELKIN AREA.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

5. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

7. WING - OVERLOAD
8. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - SEPARATION

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/26/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	242 hours (Total, all aircraft), 25 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	CGGHP
<b>Model/Series:</b>	F35 F35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D-4092
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/06/1983, Annual	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>	22 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3202 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	E-225-8
<b>Registered Owner:</b>	PETER GORDON GRIFFIN	<b>Rated Power:</b>	225 hp
<b>Operator:</b>	PETER GORDON GRIFFIN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, NC (CLT)	Type of Flight Plan Filed:	VFR
Destination:	PITTSBURG, PA (PIT)	Type of Clearance:	None
Departure Time:	1226 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).