



National Transportation Safety Board Aviation Accident Data Summary

Location:	ELKIN, NC	Accident Number:	ATL83AA305
Date & Time:	08/01/1983, 1305 EDT	Registration:	CGGHP
Aircraft:	BEECH F35	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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. (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

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

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

Pilot Information

Certificate:	Private	Age:	37
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	242 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	CGGHP
Model/Series:	F35 F35	Engines:	1 Reciprocating
Operator:	PETER GORDON GRIFFIN	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	E-225-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Overcast / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, NC (CLT)	Destination:	PITTSBURG, PA (PIT)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JOHN B DRAKE

Adopted 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.