



National Transportation Safety Board Aviation Accident Data Summary

Location:	McEwen, TN	Accident Number:	ATL02FA008
Date & Time:	11/03/2001, 0155 CST	Registration:	N43334
Aircraft:	Piper PA-28-181	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot's original destination was Clarksville, Tennessee. However, because of adverse weather conditions in Clarksville, the pilot diverted to Waverly, Tennessee. The pilot contacted the Nashville automated Flight Service Station at about 2200 and again at about 0100 for a weather brief. The pilot limited the brief by only asking what Ft. Campbell, was reporting for visibility. At both times Ft. Campbell, Kentucky was reporting less than three miles visibility and fog. Shortly after 0130, the non-instrument rated private pilot, initiated VFR flight into IMC conditions. The airplane was last seen on radar at about 0155 in the vicinity of the accident site, circling, at about 1600 feet mean sea level. Examination of the wreckage found that the airplane had cartwheeled left wing first, then the nose, followed by the right wing, until it came to rest against a tree line. Further examination did not reveal evidence of mechanical malfunction, and there was no evidence of pilot impairment or incapacitation.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot initiated a VFR flight into known IMC conditions which resulted in a loss of control of the airplane due to spatial disorientation. Factors were the low ceilings.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Military; Private	Age:	41
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1601 hours (Total, all aircraft), 7 hours (Total, this make and model), 49 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N43334
Model/Series:	PA-28-181	Engines:	1 Reciprocating
Operator:	Beth Jenkins	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HOP, 573 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 4000 ft agl	Wind Speed/Gusts, Direction:	2 knots / , Variable
Temperature:	15°C	Visibility	2.5 Miles
Precipitation and Obscuration:			
Departure Point:	Waverly, TN (OM5)	Destination:	Clarksville, TN (CKV)

Airport Information

Airport:	Humphreys County Airport (OM5)	Runway Surface Type:	Asphalt
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	36.161389, -87.685833		

Administrative Information

Investigator In Charge (IIC): Butch Wilson

Adopted Date: 07/23/2003

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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