



National Transportation Safety Board Aviation Accident Final Report

Location:	MARSHALL, MN	Accident Number:	CHI83LA031
Date & Time:	11/01/1982, 0445 CST	Registration:	N6246J
Aircraft:	PIPER PA-28-181	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A PREFLIGHT WEATHER BRIEFING, THE PILOT WAS WARNED THAT VFR FLIGHT WAS NOT RECOMMENDED. ALSO, A FIXED BASE OPERATOR WARNED HIM OF THE WEATHER (THERE WERE PATCHES OF GROUND FOG). AFTER TAKEOFF, FOG WAS ENCOUNTERED AT ABOUT 200 TO 500 FT AGL. DURING A DESCENDING TURN BACK TOWARD THE AIRPORT, THE RIGHT WING CONTACTED THE GROUND AND THE PLANE CRASHED.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Factual Information

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/28/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	156 hours (Total, all aircraft), 17 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6246J
Model/Series:	PA-28-181 PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	287690379
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	145 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2177 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360
Registered Owner:	DWIRE BROS.	Rated Power:	180 hp
Operator:	DWIRE BROS.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RWF, 0 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0455	Direction from Accident Site:	80°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	39° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MARSHALL, MN (MML)	Type of Flight Plan Filed:	None
Destination:	MOOSE LAKE, MN (21Y)	Type of Clearance:	None
Departure Time:	0442	Type of Airspace:	

Airport Information

Airport:	RYAN FIELD (MML)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4850 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	11/01/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government 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.

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](#).