



National Transportation Safety Board Aviation Accident Data Summary

Location:	Raymond, MS	Accident Number:	DFW06FA037
Date & Time:	12/01/2005, 1357 CST	Registration:	N7315Y
Aircraft:	Piper PA-30	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

The 4,000-hour commercial pilot lost control of the twin-engine airplane during the initial takeoff climb from runway 30. The airplane was observed impacting the ground in a steep nose down attitude. The airplane came to rest upright on airport property on a heading of 150 degrees. The airplane rebounded approximately 15 feet before coming to rest on a heading of 200 degrees. A post-crash fire consumed the cabin, forward fuselage and center portions of both wings, including both fuel tanks in each wing. Both engines sustained extensive thermal damage. The landing gear was found in the extended position and the wing flaps were found in the fully retracted position. Flight and engine control continuity was established. The right engine propeller and propeller spinner did not show any signatures consistent with rotation at the time of impact. The airplane, which was recently sold to a new owner, was reported to have been parked outside at a couple of ramps at the airport, and had been flown for 15 hours in the preceding 10 years. A special flight permit was issued for the 152-nautical flight to a location where an annual inspection was to be performed. No distress calls were received from the pilot prior to the mishap. The weather conditions at the airport at the time of the accident were reported as winds from 340 degrees at 12 knots gusting 15 knots, visibility 10 statute miles, clear skies, temperature 16 degrees Celsius, dew point 0 degrees Celsius, and a barometric pressure at 30.10 inches of Mercury.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain Vmc (velocity minimum control) on initial climb resulting in a loss of control. Contributing factors were the loss of engine power to the right engine and the prevailing gusty wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) 1 ENGINE - FAILURE
3. (F) WEATHER CONDITION - GUSTS

Pilot Information

Certificate:	Commercial	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2876 hours (Total, all aircraft), 0 hours (Total, this make and model), 0 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7315Y
Model/Series:	PA-30	Engines:	2 Reciprocating
Operator:	Philip Fagan	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-320-B1A
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HKS	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	12 knots / 15 knots, 340°
Temperature:	16°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Raymond, MS (M16)	Destination:	New Albany, MS (M72)

Airport Information

Airport:	John Bell Williams Airport (M16)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	3992 ft / 75 ft		

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:	None
Latitude, Longitude:	32.308056, -90.412778		

Administrative Information

Investigator In Charge (IIC): William H Gamble

Adopted Date: 06/27/2007

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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