



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LOST CREEK, WV	<b>Accident Number:</b>	ATL83AA285
<b>Date &amp; Time:</b>	07/20/1983, 1040 EDT	<b>Registration:</b>	N234LC
<b>Aircraft:</b>	PIPER PA-31P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT TOOK OFF WITH 4 OCCUPANTS & AN ESTIMATED 596 LBS OF CARGO ON BOARD. AFTER IT TOOK OFF, THE ATC CONTROLLER NOTED THAT IT WAS CLIMBING SLOWER THAN EXPECTED. AFTER CLIMBING TO ABOUT 4200 FT MSL, THE AIRCREW REPORTED A PROBLEM WITH THE LEFT ENG & SAID THEY DID NOT BELIEVE THEY COULD MAKE IT BACK TO THE DEPARTURE ARPT. THEY EXPRESSED A DESIRE TO CONTINUE TOWARD THE SOUTHWEST. ATC PROCEEDED TO VECTOR THEM TO THE WESTON ARPT, BUT INFORMED THEM THAT IT HAD NO INSTRUMENT APCH. AFTER THE REPORTED ENG MALFUNCTION, ATC PERSONNEL NOTED THAT THE ACFT CONTINUED IN A GRADUAL LEFT TURN. ABOUT 8 MIN AFTER TAKEOFF, RADIO CONTACT WAS LOST. A WITNESS ON THE GROUND SAW THE ACFT COME OVER A HILL WITH THE SOUND OF AN ENG AT HI POWER. AT ABOUT THAT TIME, THE ACFT COLLIDED WITH A POWER LINE CABLE, THEN CRASHED INTO 2 TREES, IMPACTED THE GROUND & BURNED. AN EXAM OF THE WRECKAGE REVEALED NO SIGNIFICANT PREIMPACT FAILURES. THE ACFT WAS ESTIMATED TO BE APRX 400 LBS OVER ITS MAX CERTIFICATED GROSS WT.

## 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: LOSS OF ENGINE POWER  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: APPROACH

### Findings

2. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

3. (F) WEATHER CONDITION - LOW CEILING  
4. (F) WEATHER CONDITION - FOG  
5. (F) OBJECT - WIRE, TRANSMISSION  
6. (F) OBJECT - TREE(S)  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/27/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18900 hours (Total, all aircraft), 2400 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N234LC
<b>Model/Series:</b>	PA-31P PA-31P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31P7400178
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/30/1982, Annual	<b>Certified Max Gross Wt.:</b>	7800 lbs
<b>Time Since Last Inspection:</b>	134 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2835 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIGO-541-E1A
<b>Registered Owner:</b>	TENSON INC.	<b>Rated Power:</b>	425 hp
<b>Operator:</b>	TENSON INC.	<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:	CKB, 1203 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	0950 CDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Unknown / 300 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	CLARKSBURG, WV	Type of Flight Plan Filed:	IFR
Destination:	MEMPHIS, TN	Type of Clearance:	IFR
Departure Time:	1030 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	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](#).