



National Transportation Safety Board Aviation Accident Final Report

Location:	AURORA, IN	Accident Number:	CHI92FA267
Date & Time:	09/08/1992, 1540 EST	Registration:	N717BB
Aircraft:	PIPER PA-61-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE PILOT WAS ON SECOND CORPORATE FLIGHT OF THE DAY AND COMPLAINED TO THE AVIONICS TECHNICIAN ABOUT THE AUTOPILOT AND ASKED HIM TO ADJUST IT. THE TECHNICIAN SAID IT WOULD REQUIRE A FLIGHT CHECK. THE PILOT SAID HE DIDN'T HAVE TIME FOR THAT, AND GOT THE TECHNICIAN TO TELL HIM HOW TO PERFORM THE ADJUSTMENT. RADAR SHOWS THE AIRPLANE STABLE AT 14,100 FEET AFTER DEPARTURE. IT THEN BEGINS TO DEVIATE FROM CRUISE ALTITUDE BETWEEN PLUS 100 FEET TO MINUS 200 FEET. CENTER GIVES THE PILOT A FIFTEEN DEGREE COURSE CHANGE FOR TRAFFIC AND THE PILOT ACKNOWLEDGES THE INSTRUCTION WHILE THE AIRPLANE IS DEVIATING OFF COURSE. RADAR CONTACT WAS LOST AND NO FURTHER RADIO TRANSMISSIONS WERE RECEIVED FROM THE PILOT. WITNESSES ON THE GROUND REPORTED HEARING A LOUD EXPLOSION FOLLOWED BY A MUFFLED EXPLOSION, AND SEEING THE AIRPLANE EXIT CLOUDS VERTICALLY. THE OUTBOARD SIX FEET OF BOTH WINGS WERE FOUND 1.25 MILES FROM CRASH SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: EXCEEDING THE DESIGN STRESS LIMITS OF THE AIRPLANE BY THE PILOT IN COMMAND.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. WING - FAILURE, TOTAL
2. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/25/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3100 hours (Total, all aircraft), 1100 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N717BB
Model/Series:	PA-61-601P PA-61-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-8063433
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/07/1992, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	244 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1284 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	BRENT J. BLACK	Rated Power:	290 hp
Operator:	BRENT J. BLACK	Operating Certificate(s) Held:	None
Operator Does Business As:	MIAMI VALLEY SERVICES	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CVG, 897 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1552 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 20° C
Precipitation and Obscuration:			
Departure Point:	VANDALIA, OH (DAY)	Type of Flight Plan Filed:	IFR
Destination:	MEMPHIS, TN (MEM)	Type of Clearance:	IFR
Departure Time:	1512 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	09/28/1993
Additional Participating Persons:	LEONARD SWOPE; INDIANAPOLIS, IN		
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 pubinquiry@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](#).