



National Transportation Safety Board Aviation Accident Final Report

Location:	ELKWOOD, VA	Accident Number:	BFO86FA049
Date & Time:	09/28/1986, 0500 EDT	Registration:	N59942
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE ACFT, WHICH WAS STOLEN FROM THE ARPT, COLLIDED WITH THE GROUND IN A STEEP ANGLE APRX ONE MILE SOUTH OF THE ARPT. INSTRUMENT METEOROLOGICAL CONDITIONS EXISTED WITH LOCAL VISIBILITY LESS THAN ONE MILE AS REPORTED BY PERSONS NEAR THE ACCIDENT SITE. THE PLT WAS NOT INSTRUMENT OR MULTIENGINE RATED. THE PLT WAS DENIED A MEDICAL CERTIFICATE ABOUT TWO WEEKSPRIOR TO THE ACCIDENT DUE TO UNCONTROLLED HYPERTENSION AND DIABETES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N59942
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7552094
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	09/12/1986, Continuous Airworthiness	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	5 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4139 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	GERARD A CERRAND	Rated Power:	350 hp
Operator:	CERRAND AVIATION, INC.	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DUL, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0454	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 500 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 17° C
Precipitation and Obscuration:			
Departure Point:	CULPEPER, VA (W49)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	CULPEPER CO. (W49)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	03/21/1988
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](#).