



National Transportation Safety Board Aviation Accident Final Report

Location:	NORFOLK, NE	Accident Number:	MKC86FA088
Date & Time:	04/14/1986, 1013 CST	Registration:	N6700L
Aircraft:	PIPER PA-31	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE DEPARTED ON RUNWAY 31 WITH A LOW CEILING AND VISIBILITY VARIABLE FROM 1/4 MILE TO 1/16 MILE AND WINDS FROM 290 DEGREES AT 38 KNOTS, GUSTING TO 47 KNOTS. A WITNESS STATED THAT THE AIRPLANE WAS AIRBORNE NO MORE THAN TWO MINUTES AFTER THE ENGINES WERE STARTED. THE AIRPLANE WAS HEARD AND OBSERVED 1/4 OF A MILE NORTHEAST OF THE AIRPORT AT LOW ALTITUDE. IT CLIMBED INTO THE CLOUDS AND IMPACTED THE TERRAIN IN AN ALMOST FLAT ATTITUDE, 1/8 OF A MILE BEYOND AND WAS DEMOLISHED BY IMPACT AND POST-IMPACT FIRE.

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 - LOW CEILING
2. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - SNOW
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: FIRE

Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/24/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5980 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6700L
Model/Series:	PA-31 PA-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	105
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/01/1985, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540 J2BD
Registered Owner:		Rated Power:	350 hp
Operator:	HY PLAINS DRESSED BEEF INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OFK, 1572 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0950 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	38 knots / 47 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	OMAHA, NE (MLE)	Type of Clearance:	IFR
Departure Time:	1010 CST	Type of Airspace:	

Airport Information

Airport:	KARL STEFAN MEMORIAL (OFK)	Runway Surface Type:	Asphalt
Airport Elevation:	1571 ft	Runway Surface Condition:	Snow--dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5800 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	ALFRED E HUGHES; LINCOLN, NE JAMES SAZMA; LINCOLN, NE CLIFTON R PATTY; WICHITA, KS		
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/ .		

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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](#).