



National Transportation Safety Board Aviation Accident Final Report

Location:	CLINTON, NC	Accident Number:	ATL87FA030
Date & Time:	11/26/1986, 1823 EST	Registration:	N122FP
Aircraft:	Piper AEROSTAR 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE EN ROUTE ON AN IFR FLT PLAN AT FL180, THE PLT ACKNOWLEDGED INSTRUCTIONS TO DSCND TO 16,000'. LATER, THE RADAR CONTROLLER (CLTR) NOTICED THE ACFT HAD DEVIATE FM COURSE & WAS NOT REPLYING WITH MODE 'C' ALT INFO. THE CTLR REQD ALT INFO & THE PLT RESPONDED, '. . . I'VE LOST AN (AWFUL) LOT OF ALT, I GOT MIXED UP IN HERE & LOST ALT, I'M GOIN' BACK UP . . .' WHEN QUERIED, THE PLT RPRTD HE WAS AT 9000' & ACKNOWLEDGED INSTRUCTIONS TO CLIMB TO 14,000'. SHORTLY THERE- AFTER, THE ACFT ENTERED A SPIRAL, THEN RADIO & RADAR CONTACT WERE LOST. AN IN-FLT BREAK-UP OCCURRED & THE WRECKAGE FELL OVR A WIDESPREAD AREA. AN EXAM REVEALED EVIDENCE THE WINGS & RGT HORIZONTAL STABILIZER HAD FAILED FM OVERLOAD, WITH THE WINGS SEPARATING IN AN UPWARD DRCTN. A WX STUDY INDCD THERE WERE CLD LAYERS FM ABOUT 14,000' TO 20,000' WITH LGT TO MOD MIXED ICING IN CLDS ABV 14,000 FT. ALSO, LGT TO MOD TURBC WAS FORECAST BLO 20,000' & WIDELY SCATTERED, IMBEDDED TSTMS WERE FORECAST IN AN AREA NORTH OF THE ACDNT AREA. WITNESSES RPRTD CLDS & OCNL LIGHTNING TO THE EAST.

Probable Cause and Findings

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

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) LIGHT CONDITION - DUSK
 2. (F) WEATHER CONDITION - CLOUDS
 3. (F) WEATHER CONDITION - ICING CONDITIONS
 4. (F) WEATHER CONDITION - TURBULENCE
 5. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. (F) DESCENT - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

7. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 8. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 11. WING - OVERLOAD
 12. HORIZONTAL STABILIZER SURFACE - OVERLOAD
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	49, 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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/27/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 175 hours (Total, this make and model), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N122FP
Model/Series:	AEROSTAR 601P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-0412-147
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/06/1986, 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:	WILLIAM K. TYUS	Rated Power:	350 hp
Operator:	WILLIAM K. TYUS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FAY, 190 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1748 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Thin Broken / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / -18° C
Precipitation and Obscuration:			
Departure Point:	NEW BERN, NC (EWN)	Type of Flight Plan Filed:	IFR
Destination:	KNOXVILLE, TN (TYS)	Type of Clearance:	IFR
Departure Time:	1747 EST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEN R COLEMAN	Report Date:	
Additional Participating Persons:	BOB SIMMONS; RALEIGH, NC RUSSELL MCKNIGHT; VERO BEACH, FL ROGER ADERMAN; VERO BEACH, FL		
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/ .		

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