



# Aviation Investigation Final Report

<b>Location:</b>	BOWMAN, North Dakota	<b>Accident Number:</b>	CHI93FA053
<b>Date &amp; Time:</b>	December 16, 1992, 17:45 Local	<b>Registration:</b>	N7243Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE NON INSTRUMENT RATED PRIVATE PILOT/MECHANIC DEPARTED SECOND IN A FLIGHT OF TWO COMPANY AIRCRAFT, TRAVELLING TO AN FAA MECHANICS SEMINAR. THE COMPANY CHIEF PILOT, IN THE LEAD AIRPLANE, REPORTED 'SHORTLY AFTER TAKEOFF, I FLEW INTO SOME LIGHT SNOW...I STARTED TO LOSE GROUND LIGHTS, SO I TOLD JARED WE SHOULD TURN AROUND...HE SAID HE WAS TURNING AROUND, TOO.' THERE WERE NO FURTHER RADIO TRANSMISSIONS FROM THE ACCIDENT AIRPLANE. THE CHIEF PILOT STATED IT WAS A DARK NIGHT, AND DETERIORATING WEATHER CONDITIONS INHIBITED AIRBORNE SEARCHES. THE ACCIDENT AIRPLANE WAS DISCOVERED THE NEXT MORNING. POSTACCIDENT EXAMINATION REVEALED NO EVIDENCE OF PREIMPACT MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NON INSTRUMENT RATED PRIVATE PILOT'S FAILURE TO MAINTAIN ADEQUATE TERRAIN CLEARANCE AFTER INADVERTENT VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

Findings

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - SNOW
4. (F) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: CRUISE

Findings

7. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 8, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	192 hours (Total, all aircraft), 28 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7243Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	30-268
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 22, 1992 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	70 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4592 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	WEATHER MODIFICATION, INC.	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	WEATHER MODIFICATION, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	(D04 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BISMARCK , ND (BIS )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	46.179405,-103.399078(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Reeves, Jodi
<b>Additional Participating Persons:</b>	CARL WELKE; FARGO , ND
<b>Original Publish Date:</b>	October 25, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=15582">https://data.ntsb.gov/Docket?ProjectID=15582</a>

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