



Aviation Investigation Final Report

Location:	BROUSSARD, Louisiana	Accident Number:	FTW92FA223
Date & Time:	September 6, 1992, 18:00 Local	Registration:	N7065Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER A COMPLETE WEATHER BRIEFING FORECASTING THUNDERSTORMS ALONG THE ROUTE, THE PILOT ENCOUNTERED AND ATTEMPTED TO FLY THROUGH THUNDERSTORM ACTIVITY. MANUALLY DIGITIZED RADAR AND NATIONAL TRACK ANALYSIS PROGRAM RECORDED RADAR DATA INDICATED PENETRATION OF A VERY STRONG (VIP LEVEL FOUR) WEATHER ECHO CONTAINING A THUNDERSTORM WITH VERY HEAVY RAIN SHOWERS, MODERATE TO SEVERE TURBULENCE, AND UP AND DOWN DRAFTS. RECORDED RADAR INDICATED THAT AIRPLANE CONTROL WAS LOST AT ITS CRUISING ALTITUDE OF 8,000 FEET. THE OUTBOARD SECTIONS OF BOTH WINGS, MOST OF THE HORIZONTAL STABILIZER, AND PIECES OF WINDSHIELD AND CABIN WINDOWS WERE FOUND IN A ONE HALF TO ONE MILE ARC WEST OF THE MAIN WRECKAGE. ALL FAILURES WERE OVERLOAD. THE TEN MONTH AND FOUR YEAR OLD CHILDREN IN THE REAR SEAT WERE RESTRAINED IN CHILD SAFETY SEATS AND SURVIVED. THE PILOT HAD BEEN GIVEN CLEARANCE TO DEVIATE AS NECESSARY FOR WEATHER AVOIDANCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S DECISION TO FLY INTO KNOWN ADVERSE WEATHER AND THE RESULTANT IN FLIGHT BREAK UP OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. WEATHER CONDITION - THUNDERSTORM
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. WING - FAILURE, TOTAL
4. WING - OVERLOAD
5. HORIZONTAL STABILIZER SURFACE - FAILURE, TOTAL
6. HORIZONTAL STABILIZER SURFACE - OVERLOAD
7. (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:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 11, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1069 hours (Total, all aircraft), 90 hours (Total, this make and model), 973 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7065Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-78
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 31, 1992 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	7 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4880 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320-B1A
Registered Owner:	CAMACHO, RAUL	Rated Power:	160 Horsepower
Operator:	CAMACHO, RAUL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LFT ,1000 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 4400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SLIDELL , LA (6RO)	Type of Flight Plan Filed:	IFR
Destination:	KILLEEN , TX (ILE)	Type of Clearance:	IFR
Departure Time:	17:09 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 3 Serious	Latitude, Longitude:	30.150758,-91.970886(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	M. WINDECKER; BATON ROUGE , LA
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18373

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).