



National Transportation Safety Board Aviation Accident Data Summary

Location:	MOUNT STORM, WV	Accident Number:	BFO96LA040
Date & Time:	01/27/1996, 0120 EST	Registration:	N162GA
Aircraft:	Aerostar 601	Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot stated that the airplane was in cruise flight at 8,000 feet MSL, when the right engine lost power. He advised ATC of the loss of power and received radar vectors toward an airport. The pilot said he maintained the best single-engine rate-of-climb speed, but the airplane's altitude 'drifted down.' When the airplane entered clouds, it began to accumulate structural icing and would not maintain sufficient altitude. The airplane impacted mountainous terrain about 16 miles northwest of the airport. The pilot stated that he had departed on the cargo flight with 5 hours of fuel on board for what he estimated to be a 2 1/2 hour flight. Also, he reported that conditions were dark and foggy, when the accident occurred. Postaccident examination of the engines and their systems revealed no evidence of preimpact mechanical malfunction. Examination of the airplane wreckage revealed no evidence of preimpact failure of the airframe or its systems. During a postaccident engine test run, the right engine started normally and operated satisfactorily.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of power in the right engine for undetermined reason(s), and the accumulation of structural ice on the airplane, which resulted in an increased rate of descent and a subsequent forced landing before the pilot could reach an alternate airport. Factors relating to the accident were: the adverse weather (icing) conditions, darkness, fog, and the lack of suitable terrain in the emergency landing area.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT

Findings

3. WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - ICING CONDITIONS
5. (C) AIRFRAME - ICE

Occurrence #3: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (F) WEATHER CONDITION - FOG
8. (F) TERRAIN CONDITION - NONE SUITABLE
9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Airline Transport	Age:	36
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	4048 hours (Total, all aircraft), 70 hours (Total, this make and model), 4011 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerostar	Registration:	N162GA
Model/Series:	601 601	Engines:	2 Reciprocating
Operator:	GRAND AIR EXPRESS	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-540-S1A5
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	W99, 961 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 0 ft agl	Wind Speed/Gusts, Direction:	30 knots / , 310°
Temperature:	2°C	Visibility	1.5 Miles
Precipitation and Obscuration:			
Departure Point:	GRAND RAPIDS, MI (GRR)	Destination:	NORFOLK, VA (ORF)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	BEVERLEY DRAKE-NURSE	Adopted Date:	11/11/1996
Investigation Docket:	NTSB accident and incident docket 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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