



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HENRIETTA, TX	<b>Accident Number:</b>	FTW88FA085
<b>Date &amp; Time:</b>	04/01/1988, 0852 CST	<b>Registration:</b>	N8553P
<b>Aircraft:</b>	PIPER PA-24-260	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT WAS GIVEN A PRE-FLT WX BRIEFING BY A FSS BRIEFER. HE RCVD A FULL & THOROUGH BRIEFING, EXCEPT THE BRIEFER DID NOT HAVE AN OPNL WX RADAR SET AVAILABLE. THE PLT WAS ADZD OF A LINE OF THUNDERSTORMS (TSTMS) TO THE SOUTHWEST, MOVING EAST AT 20 KTS. HE WAS ALSO GIVEN A PIREP CONCERNING A TSTM 20 MI SOUTH OF WICHITA FALLS (SW OF HENRIETTA), RPRTDLY MOVING NORTH. WITNESSES SAID THE ACFT TOOK OFF DOWNWIND, HAD DIFFICULTY GETTING AIRBORNE, THEN MADE AN ABRUPT RGT TURN INTO A LOW CEILING. SHORTLY THEREAFTER, A WITNESS SAW IT COME OUT OF THE CLOUDS & CRASH APRX 1-1/2 MI SOUTHEAST OF THE ARPT. IMPACT OCCURRED IN A STEEP LEFT WING DOWN, SLIGHTLY NOSE LOW, ATTITUDE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. A WITNESS SAID THAT JUST BFR TAKEOFF, THERE WAS A HVY DOWNPOUR OF RAIN WITH SMALL HAIL, LIGHTNING & THUNDER. THERE WERE INDCNS THE PLT WAS HURRYING TO DEPART BFR A CLNC VOID TIME OF 0900 CST. HE TOOK OFF ABT 8 MIN BFR THE VOID TIME. ACCORDING TO SPECS, THE ATTITUDE INDICATOR WOULD HAVE NEEDED A 3 MIN SPIN-UP TIME TO ACHIEVE ITS RATED PERFORMANCE.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - THUNDERSTORM, LEVEL II
6. (F) WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - FOG

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/28/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1403 hours (Total, all aircraft), 116 hours (Total, this make and model), 1309 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8553P
<b>Model/Series:</b>	PA-24-260 PA-24-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24 4010
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/05/1987, Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	116 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3733 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-D4A5
<b>Registered Owner:</b>	PIERCE, JEFFERY W.	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	JEFFERY W. PIERCE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPS, 1015 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	0859 CST	Direction from Accident Site:	275°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 11° C
Precipitation and Obscuration:			
Departure Point:	(TE10)	Type of Flight Plan Filed:	IFR
Destination:	DEMING, NM (DMN)	Type of Clearance:	IFR
Departure Time:	0852 CST	Type of Airspace:	Class G

## Airport Information

Airport:	PIERCE (NONE)	Runway Surface Type:	Asphalt; Dirt; Gravel
Airport Elevation:	990 ft	Runway Surface Condition:	Wet
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	1500 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	E. ROTH	Report Date:	01/16/1990
Additional Participating Persons:	WILLIAM R HOLSCLOW; DALLAS, TX WAYNE COOK; DALLAS, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).