



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JEFFERY W. PIERCE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-D4A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SPS, 1015 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	18 knots / , 240°
<b>Temperature:</b>	12° C	<b>Visibility:</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(TE10)	<b>Destination:</b>	DEMING, NM (DMN)

## Airport Information

<b>Airport:</b>	PIERCE (NONE)	<b>Runway Surface Type:</b>	Asphalt; Dirt; Gravel
<b>Runway Used:</b>	8	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	1500 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): E. ROTH Adopted Date: 01/16/1990

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](mailto: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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