



National Transportation Safety Board Aviation Accident Data Summary

Location:	RICHARDS, TX	Accident Number:	FTW89LA045
Date & Time:	02/02/1989, 1745 CST	Registration:	N6675H
Aircraft:	PIPER J-3C-65	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT HAD DEPARTED HIS PRIVATE AIRSTRIP 15 MINUTES EARLIER AND WAS TURNING FINAL FOR A LANDING TO THE SOUTH WHEN THE AIRPLANE HIT FIRST A TREE AND THEN THE GROUND. THE PILOT STATED A GUST OF WIND MADE THE AIRPLANE UNCONTROLLABLE AND BLEW IT INTO THE TREE. THE PILOT ALSO STATED THE WIND WAS FROM THE WEST-SOUTHWEST AT AN ESTIMATED 18 KNOTS GUSTING TO 25 KNOTS. WEATHER LISTED ABOVE UNDER WEATHER DATA WAS OBSERVED AT COLLEGE STATION, TEXAS, 38 NM FROM THE ACCIDENT SITE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION IN DISREGARDING WIND INFORMATION. CONTRIBUTING TO THE ACCIDENT WERE THE GUSTING CROSSWIND CONDITIONS AND THE PILOT'S OVERCONFIDENCE IN PERSONAL ABILITY.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (C) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
6. (F) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

8. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Commercial	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	3750 hours (Total, all aircraft), 250 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6675H
Model/Series:	J-3C-65 J-3C-65	Engines:	1 Reciprocating
Operator:	BROWN, SCOTTY	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	C-85-8F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	CLL, 319 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 800 ft agl	Wind Speed/Gusts, Direction:	14 knots / 20 knots, 320°
Temperature:	3°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): EUGENE ROTH

Adopted Date: 09/28/1990

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.