



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAPORTE, TX	<b>Accident Number:</b>	FTW86LA159
<b>Date &amp; Time:</b>	09/01/1986, 1830 CDT	<b>Registration:</b>	N44WR
<b>Aircraft:</b>	BOEING A75N1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING A LANDING, THE ACFT ENCOUNTERED TURBULENCE, SO THE PLT INITIATED A GO-AROUND. HOWEVER, THE ACFT WOULD NOT CLIMB, EVEN WITH FULL POWER. THE FLT PATH WAS TOWARD POWER LINES & A ROAD, SO THE PLT ELECTED TO LAND IN A GRASS AREA. DURING THE LANDING, THE ACFT STRUCK A FENCE & NOSED OVER. THE PLT OF N44WR & ANOTHER PLT REPORTED THAT THE WIND VELOCITY & DIRECTION WERE CHANGING RAPIDLY DUE TO THUNDERSTORM ACTIVITY NEAR THE ARPT.

## 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: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - WINDSHEAR
5. CLIMB - NOT POSSIBLE

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Occurrence #2: FORCED LANDING

Phase of Operation: OTHER

Findings

6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/08/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	678 hours (Total, all aircraft), 86 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N44WR
<b>Model/Series:</b>	A75N1 A75N1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	75-2229
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/01/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6149 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	W-670
<b>Registered Owner:</b>	JAMES E. ROSE	<b>Rated Power:</b>	220 hp
<b>Operator:</b>	JAMES E. ROSE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (SPX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1812 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	LAPORTE MUNI. (T41)	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft	Runway Surface Condition:	Wet
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Forced Landing; Go Around; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JEAN H DAUGHERTY	Report Date:	
Additional Participating Persons:	JACQUES LONCHAMBON; HOUSTON, 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:pubinquiry@ntsb.gov">pubinquiry@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](#).