



National Transportation Safety Board Aviation Accident Final Report

Location:	LA GRANGE, TX	Accident Number:	FTW83FA134
Date & Time:	03/02/1983, 1610 CST	Registration:	N8384A
Aircraft:	PIPER PA-28-181	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT ELECTED TO TAKEOFF TO THE NORTH ON A DOWNSLOPING PAVED ROAD. HE REPORTED THAT THE WIND WAS VARIABLE FROM THE SOUTHWEST AT 2 TO 4 KTS, GUSTING 4 TO 6 KTS. AT AUSTIN, TX, THE WIND WAS FROM 190 DEG AT 13 GUSTING 20 KTS & AT COLLEGE STATION, TX, IT WAS FROM 200 DEG AT 11 KTS. THE SELECTED ROADWAY WAS APPRX 1800 LONG, THEN CURVED TO THE RIGHT. DURING THE TAKEOFF, THE ACFT BECAME AIRBORNE BEFORE REACHING THE CURVE, BUT THE LEFT WING HIT 35 FT TREES ON THE LEFT SIDE OF THE ROAD AFTER LIFT-OFF & THE ACFT CRASHED. ACCORDING TO THE ACFT'S OPERATING HANDBOOK, 1624 FT WAS REQUIRED TO CLEAR A 50 FT OBSTACLE IN NO WIND CONDITIONS. THE PLT STATED THAT HE ENCOUNTERED AN ENG PROBLEM, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT ALSO STATED THAT HE HAD PREVIOUSLY ENCOUNTERED AN ENG PROBLEM & HAD MADE A PRECAUTIONARY LANDING ON THE ROAD, THEN ELECTED TO TAKEOFF AFTER THE ENG & FUEL CHECKED NORMAL. HOWEVER, WITNESSES TOLD LAW ENFORCEMENT PERSONNEL THAT THE PLT HAD LANDED & PICKED UP THE PASSENGER. SPEED & PROP SLASH MARKS INDICATED 2450 RPM

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) WEATHER CONDITION - TAILWIND
5. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/21/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	301 hours (Total, all aircraft), 120 hours (Total, this make and model), 244 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8384A
Model/Series:	PA-28-181 PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8190235
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/12/1983, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	550 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	MORT HALL AVIATION	Rated Power:	180 hp
Operator:	MORT HALL AVIATION	Operating Certificate(s) Held:	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 / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HOUSTON, TX (DWH)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).