



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LA GRANGE, TX	<b>Accident Number:</b>	FTW83FA134
<b>Date &amp; Time:</b>	03/02/1983, 1610 CST	<b>Registration:</b>	N8384A
<b>Aircraft:</b>	PIPER PA-28-181	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8384A
<b>Model/Series:</b>	PA-28-181 PA-28-181	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MORT HALL AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4M
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 180°
<b>Temperature:</b>	20° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	HOUSTON, TX (DWH)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WARREN V WANDEL	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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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