



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HOUSTON, TX	<b>Accident Number:</b>	FTW83LA032
<b>Date &amp; Time:</b>	11/01/1982, 0012 CST	<b>Registration:</b>	N21136
<b>Aircraft:</b>	PIPER PA-32RT-300	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

THE AIRCRAFT STRUCK A TREE WHEN THE PILOT WAS LANDING ON A ROAD. AFTER TREE IMPACT, THE AIRCRAFT SPUN AROUND AND CRASHED ON THE ROAD SLIDING INTO A CULVERT AND A TELEPHONE POLE. THE AIRCRAFT HAD BEEN STOLEN AND TWO OCCUPANTS WERE OBSERVED TO EXIT THE AIRCRAFT AND RUN. IT IS ASSUMED THEY WERE NOT INJURED. AN EXAMINATION OF THE AIRCRAFT REVEALED EMPTY FUEL TANKS.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: UNKNOWN

### Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) OBJECT - TREE(S)

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

7. (F) OBJECT - UTILITY POLE

## Pilot Information

Certificate:	Age:
Airplane Rating(s):	Instrument Rating(s):
Other Aircraft Rating(s):	Instructor Rating(s): None
Flight Time:	

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N21136
Model/Series:	PA-32RT-300 PA-32RT-30	Engines:	1 Reciprocating
Operator:	FRED GOEKE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-540-K1GSD
Flight Conducted Under:	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 500 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 150°
Temperature:	73° C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX	Destination:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Adopted Date: 11/01/1983
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: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> .

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.