



National Transportation Safety Board Aviation Accident Factual Report

Location:	Sugar Land, TX	Accident Number:	FTW04LA087
Date & Time:	03/02/2004, 1730 CST	Registration:	N2588A
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On March 2, 2004, approximately 1730 central standard time, a Piper PA-38-112 single-engine airplane, N2588A, was substantially damaged when it impacted a barbed-wire fence following a precautionary landing near Sugar Land, Texas. The passenger received minor injuries and the private pilot was not injured. The aircraft was owned by King Interests Inc., of Pearland, Texas, and operated by King Flight Service of Pearland, Texas. Visual meteorological conditions prevailed for the Title 14 Code of Federal Regulations Part 91 personal flight. The aircraft departed Victoria Regional Airport (VCT), near Victoria, Texas, at 1600, with a destination of Pearland Regional Airport (LVJ), near Houston, Texas. No flight plan was filed for the flight.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the 170-hour pilot reported that he did not receive a weather briefening for the flight; however, he did obtain some weather data from the internet on DUATS. The pilot added that while en route, the weather deteriorated and he elected to divert to Houston Southwest Airport (AXH), near Houston, Texas. The pilot added that the weather continued to deteriorate, and he was forced to attempt a precautionary landing in a field. During the landing roll, the aircraft struck a barbed-wire fence and came to rest in the inverted position.

Examination of the aircraft by the FAA inspector, who responded to the accident site, revealed structural damage to the right wing spar, the horizontal stabilizer, and fuselage.

The automated surface observing system at Houston Southwest Airport (SGR) at 1753 reported the winds at 130 degrees at 11 knots, 7 statute miles visibility, overcast at 1,100 feet msl, temperature 22 degrees Celsius, dew point 20 degrees Celsius, and a barometric pressure reading of 29.99 inches of Mercury.

The automated surface observing system at Victoria Regional Airport (VCT) at 1751 reported the winds at 140 at 10 knots, 9 statute miles visibility, broken at 1,300 feet msl, temperature 22 degrees Celsius, dew point 21 degrees Celsius, and a barometric pressure reading of 29.96 inches of Mercury.

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/23/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	170 hours (Total, all aircraft), 65 hours (Total, this make and model), 65 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/21/2003
Occupational Pilot:		Last Flight Review or Equivalent:	12/05/2003
Flight Time:	218 hours (Total, all aircraft), 7 hours (Total, this make and model), 102 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2588A
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-78A0768
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/05/2003, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	98 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4378.4 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235
Registered Owner:	King Interest Inc	Rated Power:	115 hp
Operator:	King Flight Service	Operating Certificate(s) Held:	None
Operator Does Business As:	Corporation	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SGR, 0 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1753 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Overcast / 1100 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	22° C / 20° C
Precipitation and Obscuration:			
Departure Point:	Victoria, TX (VCT)	Type of Flight Plan Filed:	None
Destination:	Pearland, TX (LVJ)	Type of Clearance:	None
Departure Time:	1600 CST	Type of Airspace:	Class E

Airport Information

Airport:	Houston Southwest Airport (AXH)	Runway Surface Type:	
Airport Elevation:	68 ft	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Frank McGill
Additional Participating Persons:	Bobby Richey; Houston Flight Standards District Office; Houston, TX
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/ .