



National Transportation Safety Board Aviation Accident Final 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		

Analysis

While en route to his destination, the 170-hour non-instrument rated private pilot encountered adverse weather conditions and elected to perform a precautionary landing in an open field. During the landing roll, the airplane collided with a barbed-wire fence, nosed over, and came to rest in the inverted position. The pilot had not obtained a weather briefing; however, he had obtained some weather information on the internet from DUATS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper weather evaluation, and his encounter with adverse weather conditions. A contributing factor was the lack of suitable terrain for the precautionary landing.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) FLIGHT INTO ADVERSE WEATHER - ENCOUNTERED - PILOT IN COMMAND
2. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - FENCE
5. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

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 briefieng 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 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 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 Manufacturer:	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	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	Air Carrier Operating Certificate:	None
Operator Does Business As:	Corporation	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SGR, 0 ft msl	Observation Time:	1753 CST
Distance from Accident Site:	6 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	22° C / 20° C
Lowest Ceiling:	Overcast / 1100 ft agl	Visibility	
Wind Speed/Gusts, Direction:	11 knots, 130°	Visibility (RVR):	
Altimeter Setting:	29.99 inches Hg	Visibility (RVV):	
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		

Administrative Information

Investigator In Charge (IIC):	Frank McGill	Adopted Date:	06/02/2004
Additional Participating Persons:	Bobby Richey; Houston Flight Standards District Office; Houston, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

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