



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Sugar Land, TX	<b>Accident Number:</b>	FTW04LA087
<b>Date &amp; Time:</b>	03/02/2004, 1730 CST	<b>Registration:</b>	N2588A
<b>Aircraft:</b>	Piper PA-38-112	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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

### Findings

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

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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

## Pilot Information

Certificate:	Private	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
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
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	King Flight Service	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-235
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	SGR, 0 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 1100 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	11 knots, 130°
Temperature:	22°C / 20°C	Visibility:	
Precipitation and Obscuration:			
Departure Point:	Victoria, TX (VCT)	Destination:	Pearland, TX (LVJ)

## Airport Information

Airport:	Houston Southwest Airport (AXH)	Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

## 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

## Administrative Information

Investigator In Charge (IIC): Frank McGill

Adopted Date: 06/02/2004

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](mailto: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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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 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.