



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Terrell, TX	<b>Accident Number:</b>	CEN09CA484
<b>Date &amp; Time:</b>	08/01/2009, 1040 CDT	<b>Registration:</b>	N8602C
<b>Aircraft:</b>	PIPER PA22	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, during his approach to land he observed thunderstorms in the vicinity of the airport and observed moisture on the windscreen of the airplane. He elected to continue the approach and encountered strong turbulence during the base and final legs of the approach. During the turbulent encounter on short final, the airplane was turned 30 degrees to the right of runway heading and the nose was forced upward. The pilot regained control of the airplane and landed firmly on the runway surface. The airplane departed the left side of the runway, the left wing "dug" into the grass surface, cartwheeled, and came to rest inverted. The outboard four feet of the left wing and the firewall of the airplane were bent. According to the pilot and a Federal Aviation Administration inspector, there were no mechanical anomalies with the airplane. Witnesses observing the flight indicated that the wind shifted from a right quartering head wind to a right quartering tail wind and increased in velocity while the airplane was on short final.

## Flight Events

Landing - Windshear or thunderstorm  
Landing-landing roll - Loss of control on ground  
Landing-landing roll - Runway excursion

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision to continue the approach and landing during thunderstorm activity, resulting in the loss of aircraft control.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Convective weather-Thunderstorm-Effect on operation - C  
Environmental issues-Conditions/weather/phenomena-Convective weather-Thunderstorm-Decision related to condition - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	572 hours (Total, all aircraft), 3 hours (Total, this make and model), 572 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N8602C
<b>Model/Series:</b>	PA22 135	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Alvin L. Good	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O290-02
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KTRL	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	7 knots/ 14 knots, 240°
<b>Temperature:</b>	31°C / 23°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Seguin, TX (E70)	<b>Destination:</b>	Terrell, TX (TRL)

## Airport Information

<b>Airport:</b>	Terrell Municipal Airport (TRL)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	5006 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jennifer Rodi	<b>Adopted Date:</b>	10/19/2009
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74429">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74429</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 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.