



Aviation Investigation Final Report

Location:	Beach City, Texas	Accident Number:	CEN22LA206
Date & Time:	May 19, 2022, 11:20 Local	Registration:	N7451J
Aircraft:	Piper PA-28R-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he attempted a takeoff with an estimated 10-12 knot left quartering tailwind. During the takeoff ground roll, the airplane veered left, departed the side of the runway, and collided with trees. The airplane sustained substantial damage to the left and right wings. The pilot reported no mechanical failures or malfunctions with the airplane that would have precluded normal operation. A review of aviation weather data found the potential for the wind to gust over 20 knots at the time of the accident.

Probable Cause and Findings

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

The pilot's failure to maintain directional control in a gusting quartering tailwind that resulted in a loss of control and impact with trees.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	74,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	June 28, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1940 hours (Total, all aircraft), 1704 hours (Total, this make and model), 1870 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7451J
Model/Series:	PA-28R-180	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-30800
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-B1E
Registered Owner:	MOORE JIMMY I	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEFD,32 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	242°
Lowest Cloud Condition:	Scattered / 3600 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	31°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Beach City, TX	Type of Flight Plan Filed:	None
Destination:	Livingston, TX (00R)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	RWJ Airpark 54T	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5035 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	29.760966,-94.84323(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Ronald Jacobs; FAA FSDO; Houston, TX
Original Publish Date:	September 8, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105104

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).