



Aviation Investigation Final Report

Location:	EL DORADO, Arkansas	Accident Number:	FTW93LA073
Date & Time:	January 22, 1993, 19:00 Local	Registration:	N7676C
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A SERIES OF PRACTICE VISUAL APPROACHES TO AN AIRFIELD THE AIRPLANE STRUCK A TREE, APPROXIMATELY 60 TO 80 FEET TALL, ON THE THIRD APPROACH APPROXIMATELY A HALF MILE SHORT OF THE LANDING THRESHOLD. THE PILOT STATED THAT HE OBSERVED THE VASI SYSTEM DURING THE APPROACH, IT INDICATED THE LIGHTS IN THE RED. AFTER THE TREE STRIKE THE PILOT REGAINED CONTROL AND CIRCLED TO LAND ON THE OPPOSITE RUNWAY.

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 CLEARANCE. A FACTOR WAS THE DARK NIGHT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) LIGHT CONDITION - DARK NIGHT
 3. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 29, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	561 hours (Total, all aircraft), 14 hours (Total, this make and model), 523 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7676C
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7680057
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 5, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2195 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-KIA5D
Registered Owner:	ACOUSTICS CONSULTANTS INC	Rated Power:	300 Horsepower
Operator:	ACOUSTICS CONSULTANTS INC	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ELD ,277 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	19:12 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CAMDEN , AR (CDH)	Type of Flight Plan Filed:	None
Destination:	(ELD)	Type of Clearance:	None
Departure Time:	18:42 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.210144,-92.660102(est)

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	NEAL R VINES; LIT FSDO , AR
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18635

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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](#).