



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | CIBOLO, Texas                        | <b>Accident Number:</b> | FTW95LA387  |
| <b>Date &amp; Time:</b>        | September 10, 1995, 12:00 Local      | <b>Registration:</b>    | N5949P      |
| <b>Aircraft:</b>               | PIPER PA-24-180                      | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 4 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

ACCORDING TO THE PILOT, DURING TAKEOFF ROLL ON A GRASS AIRSTRIP, THE AIRPLANE LIFTED OFF, 'DID NOT CLIMB', AND COLLIDED WITH A FENCE BEYOND THE DEPARTURE END OF THE RUNWAY. THE PILOT REPORTED THAT, THE TAKEOFF ROLL WAS 'SLOWER THAN NORMAL' BUT, 'EXPECTED BECAUSE OF LONG GRASS.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER PLANNING/DECISION AND FAILURE TO ABORT THE TAKEOFF, WHILE THERE WAS SUFFICIENT RUNWAY REMAINING.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. OBJECT - FENCE

## Factual Information

On September 10, 1995, at 1200 central daylight time, a Piper PA- 24-180, N5945P, was substantially damaged after colliding with a fence during takeoff at Kardys Airstrip, near Cibolo, Texas. The private pilot and three passengers were not injured. The airplane was being operated as a personal cross country flight to Victoria, Texas, under Title 14 CFR Part 91. Visual meteorological conditions prevailed, and no flight plan was filed.

The pilot reported the following information in the Pilot/Operator Report. The takeoff roll was "somewhat slower than normal, but expected because of the longer grass." After reaching "lift off speed" the aircraft was rotated, and lifted off, but did not climb. As there was insufficient runway to land on, the pilot picked a spot of least resistance. Subsequently, the aircraft was flown through a fence.

In an interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that, he knew he was slow during the takeoff roll, but did not abort because he was taught that it was safer to continue.

According to the FAA inspector, the airplane came to rest 78 feet past the departure end of the runway. The left wing and the horizontal stabilator were structurally damaged.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 52, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | August 18, 1994 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 109 hours (Total, all aircraft), 109 hours (Total, this make and model), 6 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

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER  | <b>Registration:</b>                  | N5949P          |
| <b>Model/Series:</b>                 | PA-24-180 PA-24-180                                    | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 24-1035         |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle                                 | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | May 15, 1995 Annual                                    | <b>Certified Max Gross Wt.:</b>       | 2550 lbs        |
| <b>Time Since Last Inspection:</b>   | 21 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 1414 Hrs   | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-360-A1A       |
| <b>Registered Owner:</b>             | FLOYD E. WILKES  | <b>Rated Power:</b>                   | 180 Horsepower  |
| <b>Operator:</b>                     |  | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |  | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | SAT ,809 ft msl                  | <b>Distance from Accident Site:</b>         | 12 Nautical Miles |
| <b>Observation Time:</b>                | 11:56 Local                      | <b>Direction from Accident Site:</b>        | 250°              |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 4 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 50°                              | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 30°C / 18°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | (15R )                           | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | VICTORIA , TX (VCT )             | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 12:00 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                    |                                  |            |
|-----------------------------|--------------------|----------------------------------|------------|
| <b>Airport:</b>             | KARDYS AIRPORT 15R | <b>Runway Surface Type:</b>      | Grass/turf |
| <b>Airport Elevation:</b>   | 800 ft msl         | <b>Runway Surface Condition:</b> |            |
| <b>Runway Used:</b>         | 33                 | <b>IFR Approach:</b>             | None       |
| <b>Runway Length/Width:</b> | 3300 ft / 200 ft   | <b>VFR Approach/Landing:</b>     | None       |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 3 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 4 None | <b>Latitude, Longitude:</b> | 29.570978,-98.229248(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Wigington, Douglas  |
| <b>Additional Participating Persons:</b> | ROBERT P ANDERSON; SAN ANTONIO , TX   |
| <b>Original Publish Date:</b>            | February 14, 1996   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=19578">https://data.nts.gov/Docket?ProjectID=19578</a> |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).