



Aviation Investigation Final Report

Location:	WALLER, Texas	Accident Number:	FTW96LA083
Date & Time:	December 22, 1995, 16:05 Local	Registration:	N9591D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On short final, 300 to 400 feet from the runway threshold, the pilot realized that the power lines were immediately ahead and very slightly below. He momentarily added power and increased pitch attitude, but contacted the uppermost power line with left main gear. The airplane then impacted the runway and the nose and left main gear collapsed. There were no aerial marking balls installed on the power line.

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 obstacle clearance.

Findings

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

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On December 22, 1995, at 1605 central standard time, a Piper PA- 22-160, N9591D, collided with a power line while on final approach to Skylake Airport near Waller, Texas. The airplane was substantially damaged and the private pilot and two passengers were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the local personal flight conducted under Title 14 CFR Part 91.

According to the pilot, he was on final, "300 to 400 feet from the end of runway 35," when he "realized that the power lines were immediately ahead and very slightly below." He "momentarily added power and increased pitch attitude, but contacted uppermost power line with left main gear." After the collision, the airplane impacted the runway "somewhat hard," and the nose and left main landing gear collapsed. Federal Aviation Administration inspectors examined the airplane and reported the fuselage was wrinkled and the firewall was damaged. There were no aerial marking balls installed on the power line.

Pilot Information

Certificate:	Private	Age:	39, 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:	July 21, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	177 hours (Total, all aircraft), 25 hours (Total, this make and model), 148 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9591D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6498
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 15, 1995 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2037 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B2A
Registered Owner:	MARK A. HERRINGTON	Rated Power:	160 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(3XS7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKYLAKE 3XS7	Runway Surface Type:	Grass/turf
Airport Elevation:	235 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	30.050401,-95.919273(est)

Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	DAVID H MILLER; HOUSTON , TX
Original Publish Date:	March 21, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19735

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