



Aviation Investigation Final Report

Location:	SLIDELL, Louisiana	Accident Number:	FTW96LA154
Date & Time:	March 24, 1996, 11:30 Local	Registration:	N9385T
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During an approach to runway 18, the aircraft was overtaking a landing aircraft. The pilot performed a series of low altitude (100 to 150 feet) S-turns to increase the distance between his aircraft and the aircraft in front of him. According to witnesses, these S-turns were at a 'very high angle of bank.' The pilot reported that when the aircraft was at tree level and at an airspeed of 80 knots, 'wind shear' was encountered. The wind 'shoved the aircraft to the left and to the ground.' According to the FAA inspector the winds at Slidell Airport were from 120 degrees at 15 gusting to 22 knots.

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 aircraft control during the approach, and his failure to execute a go-around. A factor was the gusting wind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On March 24, 1996, at 1130 central standard time, a Piper PA-38-112, N9385T, registered to a private owner, and operated by RFB Flying Service under Title 14 CFR Part 91, was substantially damaged during an attempted landing at Slidell Airport, Slidell, Louisiana. Visual meteorological conditions prevailed, and a flight plan was not filed for the personal flight. The private pilot was not injured. The flight originated from Lakefront Airport, New Orleans, Louisiana, about 15 minutes before the accident.

In an interview with the FAA inspector, the pilot reported that when the aircraft descended below the trees that were located about 300 feet to the left of runway 18, the aircraft was "blown into the ground." According to the FAA inspector the winds at Slidell Airport were from 120 degrees at 15 gusting to 22 knots.

The pilot reported in the Pilot/Operator Report that when the aircraft was at tree level and at an airspeed of 80 knots, "wind shear" was encountered. The wind "shoved the aircraft to the left and to the ground."

According to the FAA inspector, the aircraft was overtaking a landing aircraft. The pilot performed a series of low altitude (100 to 150 feet) "S" turns to increase the distance between his aircraft and the aircraft in front of him. According to witnesses, these "S" turns were at a "very high angle of bank."

Examination of the aircraft by the FAA inspector revealed that the left wing was partially separated, and the left main landing gear and nose landing gear were folded under the fuselage. The right main landing gear was also damaged, and the aft fuselage was wrinkled. Control continuity was established to all flight controls.

Pilot Information

Certificate:	Private	Age:	68, 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:	November 15, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1060 hours (Total, all aircraft), 100 hours (Total, this make and model), 859 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9385T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	38-78A0085
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 7, 1996 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2706 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ROCCO F. BONURA	Rated Power:	112 Horsepower
Operator:	RFB FLYING SERVICE	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:	NEW ,9 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	208°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 3300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW ORLEANS , LA (NEW)	Type of Flight Plan Filed:	None
Destination:	(6R0)	Type of Clearance:	VFR
Departure Time:	11:05 Local	Type of Airspace:	Class D

Airport Information

Airport:	SLIDELL 6R0	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4058 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	30.280212,-89.769905(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	JAY P WEST; BATON ROUGE , LA
Original Publish Date:	September 9, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19789

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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](#).