



Aviation Investigation Final Report

Location:	WHITEWRIGHT, Texas	Accident Number:	FTW97LA235
Date & Time:	June 25, 1997, 15:30 Local	Registration:	N8326S
Aircraft:	Piper PA-28RT-201	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll in a field, the airplane hit a dirt terrace and turned toward a fence. The airplane struck the fence, and the left wing separated from the fuselage. According to the pilot, he walked the field prior to attempting the takeoff and calculated the takeoff distance. Both the pilot and his passenger reported that the takeoff was aborted when the airplane did not accelerate fast enough. Two witnesses reported that the takeoff was not aborted until the airplane hit the terrace.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable area for takeoff. A factor was the dirt bank (terrace).

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

3. OBJECT - FENCE

Factual Information

On June 25, 1997, at 1530 central daylight time, a Piper PA-28RT-201 airplane, N8326S, was substantially damaged when it collided with a fence during an aborted takeoff near Whitewright, Texas. The airline transport rated pilot and his passenger were not injured. The airplane was registered to a private individual and operated by Centerline Aviation, Inc., of Addison, Texas. No flight plan was filed and visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight which was originating at the time of the accident.

According to the operator, on June 23, 1997, the airplane made a forced landing in a field approximately 2.5 miles southeast of Whitewright following a loss of engine power. On June 25, two mechanics employed by the operator drove to the site and replaced a sheared bolt on the airplane's throttle cable.

The pilot reported that after the repair was completed, he "checked all performance charts required including weight and balance, take-off distance, density altitude, walked the field twice and did a preflight inspection." He then taxied to the "northwest corner of the field," completed a run-up, and initiated a short field takeoff "as described by the checklist." The airplane "didn't accelerate fast enough" so he aborted the takeoff and applied the brakes, "but braking action was poor." As the airplane continued to roll, it impacted a terrace in the field which "got [it] airborne shortly and turned [it] toward a fence." The airplane impacted the fence, and the left wing separated from the fuselage.

The passenger reported the same sequence of events as the pilot and stated that the takeoff was aborted when the pilot "noticed that the rolling [was] not satisfactory." According to the two mechanics who witnessed the accident, the takeoff was not aborted until the airplane hit the terrace.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2570 hours (Total, all aircraft), 100 hours (Total, this make and model), 2315 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8326S
Model/Series:	PA-28RT-201 PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-8118052
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	CLAYTON E. BOCKBRADER	Rated Power:	200 Horsepower
Operator:	CENTERLINE AVIATION, 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:	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:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ADDISON (ADS)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.510437,-96.389823(est)

Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	KENNETH W CLARY; DALLAS , TX
Original Publish Date:	January 7, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20253

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