



Aviation Investigation Final Report

Location:	ARTHUR CITY, Texas	Accident Number:	FTW97LA287
Date & Time:	July 26, 1997, 09:45 Local	Registration:	N7014P
Aircraft:	Piper PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that on short final the airplane was 'a little fast and [he] thought about going around,' but committed to landing. The pilot applied the brakes immediately upon landing. The grass was wet and the airplane was not going to stop before the end of the runway. The pilot reported that he made a 90-degree left turn, towards an open field, approximately 60 yards from the departure end of the runway, to avoid a large ditch located just off the departure end of the runway. The airplane contacted a tree with the right wing tip and rolled through a barbed wire fence. The airplane's left wing was resting on a fence post when the left wheel dropped into a hole which 'buckled the main spar at the outboard skin lap.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to abort the landing. Factors were the wet, grass runway.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
4. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On July 26, 1997, at 0945 central daylight time, a Piper PA-24-180 airplane, N7014P, registered to and operated by a private owner, was substantially damaged while landing at Parson Field, a private 2,000 foot grass air strip, near Arthur City, Texas. The private pilot, sole occupant, was not injured. No flight plan was filed for the Title 14 CFR Part 91 local personal flight. The flight, conducted in visual meteorological conditions, departed the private air strip at 0830.

The pilot stated to the NTSB representative, during a telephone interview, that this was his fourth landing that morning. On short final he said the airplane was "a little fast and thought about going around," but committed to the landing. The pilot reported that he applied the brakes immediately upon landing. The grass was wet and the airplane was not going to stop before the end of the runway. Approximately 60 yards from the departure end of the runway, the pilot turned the aircraft 90 degrees to the left toward an open field, to avoid running into a large ditch located beyond the departure end of the runway. The airplane contacted a tree with the right wing tip and rolled through a barbed wire fence. The left wing was resting on top of a fence post when "the left wheel dropped into a hole which buckled the main spar at the outboard skin lap." The airplane came to rest to the left of the extended runway centerline and upright.

Weather conditions at the Cox Field Airport, Paris, Texas, 25 nautical miles south of the accident site, at 0956 central daylight time, were visual conditions. The visibility was 10 statute miles, the sky was clear, and winds were reported from 230 degrees at 6 knots.

Pilot Information

Certificate:	Private	Age:	42, 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:	September 26, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	570 hours (Total, all aircraft), 10 hours (Total, this make and model), 495 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7014P
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2162
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 14, 1997 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3300 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	BILLY R. COPELAND	Rated Power:	180 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:	PRX ,547 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PARSON FIELD NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	540 ft msl	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2000 ft / 85 ft	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:	33.859016,-95.649612(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	KENNETH W CLARY; DALLAS , TX
Original Publish Date:	April 24, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=20296

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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](#).