



Aviation Investigation Final Report

Location:	EL PASO, Texas	Accident Number:	FTW83LA306
Date & Time:	June 29, 1983, 17:30 Local	Registration:	N3483M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS PRACTICING TOUCH-&GO LANDINGS & STATED THAT HE HAD BEEN FLYING WITH THE MIXTURE LEANED. AFTER A LANDING, HE APPLIED FULL THROTTLE, BUT THE ENG COUGHED & SPUTTERED. HE THEN ADVANCE THE MIXTURE TO RICH TO CORRECT THE SITUATION. AT ABOUT THE SAME TIME, THE ACFT VEERED TO THE RIGHT, WENT OFF THE RWY, CONTACTED A SAND DUNE & NOSED OVER. THE PLT HAD JUST TRANSITIONED TO TAILWHEEL EQUIPPED ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

- 4. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 8, 1979
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	326 hours (Total, all aircraft), 5 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3483M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-2339
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 28, 1982 Unknown	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1782 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-230-A
Registered Owner:	JAN L. SILAGI	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	ELP ,3956 ft msl	Distance from Accident Site:	
Observation Time:	19:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	37°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	EL PASO INT'L ELP	Runway Surface Type:	Asphalt
Airport Elevation:	3956 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5600 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.800081,-106.35971(est)

Administrative Information

Investigator In Charge (IIC): Daugherty, Jean

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20954>

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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](#).