



Aviation Investigation Final Report

Location:	VICTORIA, Texas	Accident Number:	FTW85FA104
Date & Time:	January 29, 1985, 23:50 Local	Registration:	N8204A
Aircraft:	PIPER PA-34-220T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT HAD RENTED THE ACFT ON JANUARY 28, 1985, WITH ROUTE OF FLT UNKNOWN. NO REPORTED CONTACT WAS MADE WITH THE ACFT. THE ACFT IMPACTED THE SURFACE DURING HOURS OF DARKNESS IN INSTRUMENT METEOROLOGICAL CONDITIONS AND WAS DEMOLISHED. THE PLT WAS FATALLY INJURED. THE PASSENGER RECEIVED SERIOUS INJURIES. POLICE REMOVED A LARGE QUANTITY OF MARIJUANA FROM THE WRECKAGE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 4, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8204A
Model/Series:	PA-34-220T PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8233143
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	January 18, 1985 100 hour	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-360-KB
Registered Owner:	MARTHA J. POINTER	Rated Power:	220 Horsepower
Operator:	DALLAS PIPER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	VCT ,115 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	23:52 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / 17°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	28.939861,-97.020095(est)

Administrative Information

Investigator In Charge (IIC): Roth, F

Additional Participating Persons:
J VIRDEN;
R L MC KNIGHT;
M R BRIDGEWATER;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=21525>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).