



Aviation Investigation Final Report

Location:	HOUSTON, Texas	Accident Number:	FTW85LA260
Date & Time:	June 16, 1985, 17:45 Local	Registration:	N66887
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED HE FIRST SAW ANOTHER AIRCRAFT AHEAD OF AND BELOW HIM ON FINAL TO THE RUNWAY. HE MANEUVERED TO ESTABLISH INTERVAL, THEN DECIDED TO GO AROUND. HE ADDED FULLTHROTTLES BUT LEFT THE FLAPS AND GEAR DOWN. UNABLE TO CLIMB, HE DECIDED TO LAND BEHIND THE OTHER AIRCRAFT. LANDING SHORT, THE AIRCRAFT COLLIDED WITH A 1-2 FT LIP AT THE RUNWAY, SHEARING ONE LANDING GEAR AND COLLAPSING ANOTHER. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE BUT THE PILOT ESCAPED WITHOUT INJURY.

Probable Cause and Findings

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

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

- Findings
1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. (C) VISUAL SEPARATION - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

- 3. (C) GO-AROUND - IMPROPER - PILOT IN COMMAND
- 4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 5. (C) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
- 6. (C) STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 16, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N66887
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31-7405408
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	LT10-540J2BD
Registered Owner:	DRW INVESTMENTS, INC.	Rated Power:	350 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:		Distance from Accident Site:	
Observation Time:	17:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GALVESTON , TX (GLS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SOUTHWEST AIRPARK AXH	Runway Surface Type:	Asphalt
Airport Elevation:	66 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;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:	29.569412,-95.530097(est)

Administrative Information

Investigator In Charge (IIC):	Daughterty, None
Additional Participating Persons:	OTIS KEY; HOUSTON , TX
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=21777

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](#).