



Aviation Investigation Final Report

Location:	LA GRANGE, Texas	Accident Number:	FTW88LA135
Date & Time:	July 20, 1988, 09:00 Local	Registration:	N8949P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE FLEW OVER THE AIRPORT AND FOUND THE WINDS FAVORED A LANDING ON RUNWAY 18. HE SAID HE DESCENDED TO THE DOWNWIND LEG, AND WHEN HE ADDED POWER, THE ENGINE WOULD NOT RESPOND. HOWEVER, HE SAID THE ENGINE CONTINUED TO RUN. HE DECIDED TO MAKE AN ABBREVIATED PATTERN, USE FULL FLAPS, AND LAND ON THE LAST HALF OF THE RUNWAY. THE TIRE SKID MARKS START 600 FEET FROM THE END OF THE RUNWAY, THEN CONTINUED TO THE RIGHT SIDE OF THE END. THE AIRCRAFT STRUCK SEVERAL RUNWAY LIGHTS, WENT DOWN AN EMBANKMENT, THEN STRUCK A FENCE POST. AN FAA INSPECTOR EXAMINED THE WRECKAGE AND WAS UNABLE TO DETERMINE A REASON FOR A LACK OF ENGINE RESPONSE.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - RUNWAY LIGHT
4. OBJECT - FENCE
5. OBJECT - FENCE POST

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 14, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1950 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8949P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4405
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 15, 1988 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	49 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	CHATAGNIER, KENT J.	Rated Power:	260 Horsepower
Operator:	JACK J. CHATAGNIER	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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUSTIN , TX (3R9)	Type of Flight Plan Filed:	IFR
Destination:	(T49)	Type of Clearance:	IFR
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LA GRANGE MUNICIPAL T49	Runway Surface Type:	Asphalt
Airport Elevation:	275 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 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:	29.899394,-96.870384(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	JACK W JETTON; HOUSTON , TX
Original Publish Date:	January 4, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22663

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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](#).