



Aviation Investigation Final Report

Location:	AMARILLO, Texas	Accident Number:	FTW90LA008
Date & Time:	October 8, 1989, 16:10 Local	Registration:	N8727D
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER DEPARTURE THE AIRCRAFT STARTED A LEFT TURN WHICH THE PILOT ATTEMPTED TO CORRECT BY APPLYING RIGHT AILERON AND RUDDER INPUTS. THE PILOT MANEUVERED THE AIRCRAFT TO RETURN TO THE AIRSTRIP FOR A PRECAUTIONARY LANDING. DURING THE MANEUVER, THE PILOT DID NOT MAINTAIN AIRCRAFT CONTROL AND STALLED, RESULTING IN A COLLISION WITH THE TERRAIN. THE PILOT DID NOT USE A CHECK LIST BEFORE TAKE OFF AND FAILED TO SEE THAT THE STABILIZER WAS SET TO THE FULL NOSE DOWN POSITION. THE PILOT SKIDDED THE AIRCRAFT AND DEPLETED THE AIRSPEED TO AVOID A CRANE BOOM AND POWER LINES RESULTING IN A LOSS OF AIRCRAFT CONTROL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF AIRCRAFT CONTROL BY THE PILOT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

1. (F) CHECKLIST - NOT USED - PILOT IN COMMAND
2. (F) TRIM SETTING - IMPROPER - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 8, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 565 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8727D
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-5908
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-B2A
Registered Owner:	JOHN R WELLBORN	Rated Power:	160 Horsepower
Operator:	JOHN R. WELLBORN	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	3640 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	35.689392,-101.819786(est)

Administrative Information

Investigator In Charge (IIC): Wall, Ray

Additional Participating Persons: JOHN BOATRRIGHT;

Original Publish Date: June 25, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23061>

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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](#).