



# Aviation Investigation Final Report

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<b>Location:</b>	MIDLAND, Texas	<b>Accident Number:</b>	FTW91FA144
<b>Date &amp; Time:</b>	August 9, 1991, 13:33 Local	<b>Registration:</b>	N8144J
<b>Aircraft:</b>	PIPER PA-28RT-201T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation		

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## Analysis

THE AIRPLANE CRASHED IN A SHALLOW UNCONTROLLED ATTITUDE ABOUT 3.5 MILES FROM ITS INTENDED DESTINATION WHILE HEADING IN THE OPPOSITE DIRECTION, DESPITE HAVING RECEIVED VECTORS THROUGH AN ARSA AND A LANDING ADVISORY FROM THE UNICOM. REVIEW OF THE ATC TAPES FROM THE DEPARTURE AND ARRIVAL SEGMENTS REVEALED THAT THE PILOT WAS IN EXTREME PHYSICAL DISTRESS UPON ARRIVAL. ANALYSIS OF THE TAPES AND THE PILOT'S MEDICAL HISTORY BY A PANEL OF FLIGHT SURGEONS INDICATED THAT THE PILOT WAS INCAPACITATED SHORTLY BEFORE IMPACT, PROBABLY DUE TO A MAJOR MEDICAL IMPAIRMENT. THE AUTOPSY REVEALED SEVERAL ARTIFACTS INDICATIVE OF SEVERAL YEARS OF HYPERTENSION AND ANKYLOSING SPONDYLITIS. HE WAS TAKING MEDICATION FOR THE CONDITIONS, HOWEVER, THE MEDICATIONS, TAKEN IN PARALLEL, COUNTERACTED THE ANTIHYPERTENSIVE MEDICINE'S EFFECT. IN ADDITION, HIS TOXICOLOGY SAMPLES REVEALED TWO PAIN MEDICATIONS, NORMALLY PRESCRIBED TO ALLEVIATE THE SIDE EFFECTS OF THE PRESCRIPTIONS BEING TAKEN FOR THE MEDICAL CONDITIONS, IN QUANTITIES ABOVE THE NORMAL THERAPEUTIC LEVELS. ONE OF THE

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INABILITY TO CONTROL THE AIRPLANE DUE TO HIS PHYSIOLOGICAL INCAAPACITATION. A FACTOR WAS THE PILOT'S IMPAIRMENT DUE TO THE USAGE OF PAIN MEDICATIONS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

1. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
2. (C) INCAPACITATION(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
3. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

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Occurrence #2: FIRE

Phase of Operation: STANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 2, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 25 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8144J
<b>Model/Series:</b>	PA-28RT-201T PA-28RT-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	28R-8231034
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 7, 1991 100 hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	93 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3808 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	TSIO-360-FB1
<b>Registered Owner:</b>	STEVENS OPERATING CORP.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	STEVENS OPERATING CORP.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MAF ,2871 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	13:50 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ROSWELL , NM (ROW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	Traffic advisory
<b>Departure Time:</b>	11:24 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	MIDLAND AIRPARK MDD	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	2805 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4380 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	32.049365,-102.200706(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wandel, Warren
<b>Additional Participating Persons:</b>	LEE BOEDECKER; LUBBOCK , TX
<b>Original Publish Date:</b>	April 23, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=23274">https://data.ntsb.gov/Docket?ProjectID=23274</a>

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](#).