



Aviation Investigation Final Report

Location:	WINSTONVILLE, Mississippi	Accident Number:	MIA95LA170
Date & Time:	July 4, 1995, 17:05 Local	Registration:	N6323Y
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED ON THE HIGHWAY DUE TO FUEL EXHAUSTION THEN REFUELED THE AIRPLANE. HE SURVEYED THE AREA BEFORE THE ATTEMPTED TAKEOFF BUT BACK TAXIED PAST A ROAD SIGN. DURING THE TAKEOFF GROUND ROLL, THE LEFT WING OF THE AIRPLANE COLLIDED WITH THE ROAD SIGN AND THE AIRPLANE THEN VEERED INTO A DITCH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR PREFLIGHT PLANNING/PREPARATION AND CLEARANCE NOT MAINTAINED BY THE PILOT IN COMMAND.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. OBJECT - SIGN
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 4, 1995, about 1705 central daylight time, a Piper PA-23-250, N6323Y, collided with a road sign then a ditch during an attempted takeoff from a highway near Winstonville, Mississippi, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the airline transport-rated pilot, the sole occupant, was not injured. The flight was originating at the time of the accident.

The pilot stated that he landed on the highway due to fuel exhaustion and then refueled the airplane. Before the attempted takeoff he surveyed the area but back taxied past a road sign. During the takeoff ground roll the left wing of the airplane collided with the road sign. The airplane then veered into a ditch and came to rest.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 5, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	22042 hours (Total, all aircraft), 560 hours (Total, this make and model), 83 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6323Y
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-3580
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 22, 1994 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	108 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4640 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	BERYL E. MINARD	Rated Power:	250 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:	GLH ,131 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	16:47 Local	Direction from Accident Site:	208°
Lowest Cloud Condition:	Unknown	Visibility	4 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 23°C
Precipitation and Obscuration:	N/A - None - Drizzle		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GREENVILLE , MS (GLH)	Type of Clearance:	None
Departure Time:	17:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

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:	33.910667,-90.749053(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	ALLEN M DAVIS; JACKSON , MS
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37794

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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](#).