



Aviation Investigation Final Report

Location:	Seminole, Oklahoma	Accident Number:	FTW04LA114
Date & Time:	April 25, 2004, 13:50 Local	Registration:	N6228A
Aircraft:	Piper PA-38-112	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 6,500-hour pilot executed a short field takeoff at the 500 foot mark of the 3,300-foot long by 20-foot wide, unimproved, gravel road. After a normal run-up and takeoff roll, the airplane rotated, "settled" back onto the road, and impacted a stationary tractor with the left wing. The airplane "spun" around 90-degrees, and slid to the right until it collided with two parked bulldozers. There were muddy soft spots on the left side of the road, and a steel fence post on the left side of the road showed impact marks from what appeared to be the left wing of the airplane. The owner of the private road stated that he had advised the pilot prior to takeoff that he would be improving the road in the near future. The road had not been utilized for some time by airplanes, and about 90% of the surface was loose gravel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate pre-flight planning. A contributing factor was the pilot's use of unsuitable terrain for takeoff.

Findings

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

- Findings
1. OBJECT - VEHICLE

2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - USED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - MUDDY

Factual Information

On April 25, 2004, approximately 1350 central daylight time, a Piper PA-38-112 single-engine airplane, N6228A, registered to and operated by a private individual, was destroyed after it collided with stationary utility vehicles while attempting to take off from a private gravel road near Seminole, Oklahoma. The private pilot, who was the sole occupant, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 Code of Federal Regulations Part 91 personal flight. The flight was destined for Wiley Post Airport (PWA), near Oklahoma City, Oklahoma.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the 6,500-hour pilot stated that he taxied to the north end of the 3,300-foot long by 20-foot wide unimproved gravel road. After completing a preflight inspection and run up, he started a "normal" takeoff roll. Just after rotation, the airplane "settled" back onto the road, and impacted a stationary tractor with the left wing. The airplane "spun" around 90-degrees, slid to the right, and collided with two parked bulldozers.

A Federal Aviation Administration (FAA) inspector, who responded to the accident site, reported that he observed evidence that the airplane started its takeoff roll about 500 feet down the road. The inspector reported that there were muddy soft spots on the left side of the road, and that a steel fence post on the left side of the road showed impact marks from what appeared to be the left wing of the airplane. Further examination of the wreckage revealed that both wings, the fuselage, and the empennage were structurally damaged, twisted, and buckled.

The owner of the private road stated that he had advised the pilot prior to takeoff that he would be improving the road in the near future. The road had not been utilized for some time by airplanes, and about 90% of the surface was loose gravel.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 31, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 3, 2004
Flight Time:	6500 hours (Total, all aircraft), 40 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6228A
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-7A0348
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-LZC
Registered Owner:	Chet Brakefield	Rated Power:	115 Horsepower
Operator:	Hunt Presley	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNL,1073 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	13:32 Local	Direction from Accident Site:	111°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	21°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seminole, OK (NONE)	Type of Flight Plan Filed:	None
Destination:	Oklahoma City, OK (PWA)	Type of Clearance:	None
Departure Time:	13:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip NONE	Runway Surface Type:	Gravel
Airport Elevation:	1300 ft msl	Runway Surface Condition:	Soft
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3300 ft / 20 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.233333,-96.666664

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Joseph R Brooker; FAA; Oklahoma City, OK
Original Publish Date:	July 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59111

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](#).