



Aviation Investigation Final Report

Location:	BANDERA, Texas	Accident Number:	FTW82FRG39
Date & Time:	August 8, 1982, 16:00 Local	Registration:	N148AF
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

WHILE RETURNING FROM MEXICO, THE PILOT LANDED AT EAGLE PASS, TX AND CLEARED U.S. CUSTOMS. WITHOUT REFUELING OR OBTAINING A WEATHER BRIEFING, HE CONTINUED TOWARD HIS HOME AIRFIELD AT THE FLYING L RANCH NEAR BANDERA, TX. LOCAL WEATHER OBSERVATIONS INDICATED THAT THERE WERE THUNDERSTORMS AND HEAVY RAINS AT THE FLYING L RANCH, BUT ONLY LIGHT RAIN TO THE SOUTH. APPROACHING FROM THE SOUTH, THE PILOT FLEW OVER THE RANCH OF A BUSINESS ASSOCIATE, THEN PROCEEDED NORTH TOWARD THE FLYING L RANCH. SHORTLY THEREAFTER, THE PILOT RETURNED. BY THIS TIME, LIGHT PRECIPITATION WAS JUST BEGINNING WHILE LIGHTNING AND HEAVIER RAIN SHOWERS WERE OBSERVED TO THE NORTH. THE WIND WAS FROM 270 DEG AT 20, GUSTING 25 KTS. THE PILOT APPROACHED AN OPEN FIELD BEHIND HIS FRIENDS PROPERTY FROM THE NORTH, LANDED, THEN INITIATED A GO-AROUND. DURING THE GO-AROUND, THE PLANE HIT THE TOPS OF 3 TREES, PITCHED NEARLY STRAIGHT UP INTO A HALF LOOP, THEN STRUCK THE GROUND IN A NOSE LOW ATTITUDE. THERE WAS 20 TO 25 GAL OF FUEL REMAINING.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - THUNDERSTORM
3. (F) WEATHER CONDITION - RAIN

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - CROSSWIND
7. (F) WEATHER CONDITION - GUSTS
8. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
9. (F) OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	46,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 27, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1795 hours (Total, all aircraft), 400 hours (Total, this make and model), 1741 hours (Pilot In Command, all aircraft), 212 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N148AF
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	27-266
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	426 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6157 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-AIDS
Registered Owner:	NORMAN K. EVANS	Rated Power:	250 Horsepower
Operator:	NORMAN K. EVANS	Operating Certificate(s) Held:	
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:	Unknown	Visibility	2 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	N/A - Blowing - Widespread dust		
Departure Point:	EAGLE PASS	Type of Flight Plan Filed:	None
Destination:	FLYING L. RANCH (T33)	Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	29.720367,-99.070594(est)

Administrative Information

Investigator In Charge (IIC):

**Additional Participating
Persons:**

Original Publish Date: August 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69878>

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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](#).