



# Aviation Investigation Final Report

<b>Location:</b>	BUTLER, Alabama	<b>Accident Number:</b>	ATL87LA134
<b>Date &amp; Time:</b>	May 8, 1987, 15:45 Local	<b>Registration:</b>	N8024L
<b>Aircraft:</b>	PIPER PA-11	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE STUDENT PLT REPORTED THAT A GUST OF WIND 'CAUGHT' THE AIRPLANE'S LEFT WING SHORTLY AFTER TAKEOFF AT ABOUT 100 FT AGL; HE SUBSEQUENTLY 'LOST CONTROL' AND THE AIRPLANE 'WENT DOWN'.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

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



## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 17, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	39 hours (Total, all aircraft), 25 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8024L
<b>Model/Series:</b>	PA-11 PA-11	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11-69
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 14, 1986 Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	52 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2800 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	DR. WILLIE F. KELLEY, JR.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>		<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>	MEI ,297 ft msl	<b>Distance from Accident Site:</b>	35 Nautical Miles
<b>Observation Time:</b>	14:49 Local	<b>Direction from Accident Site:</b>	288°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 12°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHOCTAW CO. 9A	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	138 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4085 ft / 80 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	32.080123,-88.219306(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Strickland, Scott
<b>Additional Participating Persons:</b>	ALAN C PEINE; BIRMINGHAM , AL
<b>Original Publish Date:</b>	May 2, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7424">https://data.nts.gov/Docket?ProjectID=7424</a>

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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](#).