



National Transportation Safety Board Aviation Accident Final Report

Location:	BALMORHEA, TX	Accident Number:	FTW85LA213
Date & Time:	05/04/1985, 2030 CDT	Registration:	N8083J
Aircraft:	PIPER PA-601	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE ACFT WAS INVOLVED IN ILLEGAL ACTIVITY WHEN IT WAS INTENTIONALLY LANDED IN AN OPEN PASTURE. DURING THE LANDING, THE ACFT VEERED LEFT AND STRUCK A 30 INCH HIGH CONCRETE CULVERT. THE GEAR COLLAPSED ON CONTACT WITH THE CULVERT. UNKNOWN PERSONNEL SUBSEQUENTLY DRUG THE ACFT WITH A VEHICLE TO A BARN. WHEN THEY ATTEMPTED TO DRAG THE ACFT INTO THE BARN, THEY TORE THE WINGS OFF AND DAMAGED THE BARN.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) OBJECT - BUILDING(NONRESIDENTIAL)
2. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR - FAILURE, TOTAL
4. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:		Age:	
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8083J
Model/Series:	PA-601 PA-601	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	610247962138
Landing Gear Type:	Retractable -	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5700 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540-S1A5
Registered Owner:		Rated Power:	
Operator:	UNKNOWN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	UNKNOWN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:	JUAN A GARCIA; LUBBOCK, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).