



National Transportation Safety Board Aviation Accident Final Report

Location:	GOLDTHWAITE, TX	Accident Number:	FTW95LA061
Date & Time:	12/02/1994, 1725 CST	Registration:	N2LK
Aircraft:	PIPER PA-32-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE EN ROUTE FROM DEMING, NM, TO WACO, TX, THE PILOT ENCOUNTERED DETERIORATING WEATHER AND ELECTED TO DIVERT TO BROWNWOOD, TX, HIS ALTERNATE. PRIOR TO HIS DEPARTURE FROM DEMING, NEW MEXICO, HE HAD RECEIVED A COMPLETE WEATHER BRIEFING. THE BRIEFER INFORMED HIM THAT THE WEATHER ALONG HIS PROPOSED ROUTE OF FLIGHT WOULD BE DETERIORATING. THE PILOT WAS UNABLE TO LOCATE THE ALTERNATE AIRPORT DUE TO REDUCED VISIBILITY AND THE LIGHT CONDITIONS, SO HE DECIDED TO LAND IN A COW PASTURE. DURING THE LANDING ROLL, THE AIRPLANE STRUCK A BARBED WIRE FENCE AND NOSED OVER INTO A CREEK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ATTEMPTED FLIGHT INTO KNOWN ADVERSE WEATHER CONDITIONS. FACTORS WERE THE UNSUITABLE TERRAIN, REDUCED VISIBILITY DUE FOG AND LOW CEILINGS, AND THE REDUCED LIGHT CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DUSK

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. BECAME LOST/DISORIENTED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - NONE SUITABLE
7. OBJECT - FENCE

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On December 2, 1994, approximately 1725 central standard time, a Piper PA-32-260, N2LK, was substantially damaged during a precautionary landing near Goldthwaite, Texas. The private pilot received minor injuries. Visual meteorological conditions prevailed.

The following is based on interviews with the pilot and the pilot operator report. The pilot had flown from Chino, California, to Deming, New Mexico. At Deming, the airplane was refueled and the pilot obtained a weather briefing, he was informed that he would be experiencing deteriorating ceilings along his proposed route of flight, before filing a VFR flight plan to Waco, Texas. En route to Waco, the pilot was in radio contact with Fort Worth Air Route Traffic Control Center (ARTCC). When he was about 100 miles from Waco, he began a descent due to deteriorating ceilings and elected to divert to Brownwood, Texas, his alternate. Due to deteriorating weather and reduced lighting conditions, he was unable to locate the Brownwood Airport and decided to make a precautionary landing in a cow pasture. During the landing roll, the airplane struck an barbed wire fence and nosed over into a creek. The pilot reported weather was partial obscuration, 3,500 feet overcast, 3 miles visibility in fog and drizzle.

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/04/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	445 hours (Total, all aircraft), 39 hours (Total, this make and model), 235 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2LK
Model/Series:	PA-32-260 PA-32-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-727
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	11/15/1994, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3900 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-540-E4B5
Registered Owner:	BRETO, FIDEL A.	Rated Power:	260 hp
Operator:	BRETO, FIDEL A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	12° C
Precipitation and Obscuration:			
Departure Point:	DEMING, NM (DMN)	Type of Flight Plan Filed:	VFR
Destination:	BROWNWOOD, TX (BWD)	Type of Clearance:	None
Departure Time:	1245 CST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT, **Report Date:** 05/04/1995

Additional Participating Persons: WILFRED J BIRON; SAN ANTONIO, 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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