



National Transportation Safety Board Aviation Accident Final Report

Location:	LAVERNE, OK	Accident Number:	FTW87LA089
Date & Time:	04/01/1987, 1430 CST	Registration:	N31681
Aircraft:	PIPER PA-32RT-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A DOWNWIND LANDING, THE AIRCRAFT RAN OFF THE END OF THE RUNWAY CONTACTING A BARBED WIRE FENCE AND SUBSEQUENTLY A MUDDY FIELD, SUBSTANTIALLY DAMAGING THE AIRCRAFT BY SHEARING THE LANDING GEAR OFF AND TEARING THE WINGS ON THE TOP AND BOTTOM SURFACES.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - GROUND
6. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/16/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1163 hours (Total, all aircraft), 250 hours (Total, this make and model), 1085 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N31681
Model/Series:	PA-32RT-300 PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R-7885120
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	04/04/1986, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	18011 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	DAVID M. HERENSTREIT	Rated Power:	300 hp
Operator:	DAVID M. HERENSTREIT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	40 knots / 45 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	JACKSON, MS (JAN)	Type of Flight Plan Filed:	None
Destination:	LAVERNE, OK (OK67)	Type of Clearance:	None
Departure Time:	1017 CST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	LAVERNE (OK67)	Runway Surface Type:	Asphalt
Airport Elevation:	2110 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3850 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RALPH L WILSON	Report Date:	05/02/1988
Additional Participating Persons:	CARL FRANK; BETHANY, OR		
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/ .		

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](#).