



National Transportation Safety Board Aviation Accident Final Report

Location:	HOBBS, NM	Accident Number:	FTW82DA034
Date & Time:	01/01/1982, 1330 MST	Registration:	N44832
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ON FINAL APPROACH TO A GRAVEL ROAD THE MAIN LANDING GEAR COLLIDED WITH THE UPPER STRAND OF A POWERLINE. THE AIRCRAFT CRASHED IN A PASTURE ADJACENT TO THE ROAD. THE STUDENT PILOT WAS ATTEMPTING TO LAND AT A FAMILY RANCH.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/26/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	37 hours (Total, all aircraft), 37 hours (Total, this make and model), 26 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N44832
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	28 7816023
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1970 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-D3G
Registered Owner:	RICHARD C. MARSHALL	Rated Power:	160 hp
Operator:	MARSHALL AVN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOB, 0 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1251	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 9000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	55° C / 0° C
Precipitation and Obscuration:			
Departure Point:	HOBBS, NM	Type of Flight Plan Filed:	None
Destination:	HOBBS, NM	Type of Clearance:	None
Departure Time:	1300	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
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):	Report Date:	01/01/1982
Additional Participating Persons:		
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](#).