



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Knox City, TX	<b>Accident Number:</b>	FTW04LA070
<b>Date &amp; Time:</b>	02/02/2004, 1630 CST	<b>Registration:</b>	N8936W
<b>Aircraft:</b>	Piper PA-28-235	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On February 2, 2004, approximately 1630 central standard time, a Piper PA-28-235 single-engine airplane, N8936W, owned and operated by a private individual, was substantially damaged following a loss of control while landing in a pasture near Knox City, Texas. The private pilot, who was the sole occupant, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 Code of Federal Regulations Part 91 personal flight. The flight originated from Terrell Municipal Airport (TRL) near Terrell, Texas, at approximately 1430, with Knox City as its intended destination.

According to the 194-hour pilot, who was attempting to land in an open field at his ranch, at approximately 1430, after receiving weather information from Fort Worth Center, he departed Terrell Municipal Airport with the intent to land at his ranch located 8 miles west of Knox City. When the pilot arrived at the area where he planned to land, he performed a fly-by to look for any obstructions in the field. The field appeared to be flat and open and the pilot executed a normal descent and landing.

The pilot added that he properly flared the airplane and touched down on the main gear, with the nose gear touching down approximately 30 feet later. The pilot added that after firmly on the ground, he pulled all power and the aircraft rolled approximately 300 feet.

According to the pilot, the aircraft then veered to the left and he applied right rudder, but the pilot was not able to stop the left turn. The pilot stated that approximately 30 feet later, the right wing impacted the ground and the nose gear collapsed. The aircraft spun around and then the left wing and propeller impacted the ground. The pilot stated that the ground was "soft," and the left main tire appeared to have sunk into the soft ground.

Examination by an FAA inspector, who responded to the accident site, revealed that the left wing forward spar was fractured and the aft spar was bent. Further examination revealed that the forward section of the left wing root separated from the fuselage. The nose gear was found folded inside the wheel well.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	04/08/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	194 hours (Total, all aircraft), 108 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8936W
<b>Model/Series:</b>	PA-28-235	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-10503
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	Robert J. Crowell	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	Robert J. Crowell	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TRL, 474 ft msl	Distance from Accident Site:	
Observation Time:	1633 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	9°C / -2°C
Precipitation and Obscuration:			
Departure Point:	Terrell, TX (KTRL)	Type of Flight Plan Filed:	None
Destination:	Knox City, TX	Type of Clearance:	VFR
Departure Time:	1530 CST	Type of Airspace:	Unknown

## 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:	33.428889, -99.886389

## Administrative Information

Investigator In Charge (IIC):	Alexander Lemishko
Additional Participating Persons:	Brian Fricker; FSDO Lubbock, Texas; Lubbock, TX
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .