

## **Location and Identification of Aircraft debris, N3509T**

Aircraft: Piper model PA-32-260, serial number 32-366

Powerplant: Lycoming model O-540-E4B5, serial number L-16075-40

Pilots log, as of 12/19/2011 indicated the following:

467.85 total flight time

347.3 as PIC

Endorsement for instrument check ride 09/07/2011

Instrument check ride 09/13/2011

Total as instrument PIC 14.0 hours

View, as taken from the air (Department of Public Safety (DPS) helicopter) on 12/20/2011 @ 09:30.

Debris field was at a heading of approximately 210 degrees with the farthest piece of debris located at 30 degrees 57.691 N and 096 degrees 15.723 W. The closest piece of debris to the remaining aircraft was located at 30 degrees 57.526 N and 096 degrees 15.913 W. These readings were taken from the helicopter, hovering over the individual components.

### **Ground Examination, components and locations:**

- Item 1). Out board section of left wing (the left hand wing tip/fuel tank connects to this portion of wing):  
Located at 30 degrees 57.335 N and 096 degrees 15.984 W. This section of wing was at a heading of 185 degrees to the main wreckage site. No altitude was given at this location.
- Item 2). Left out board fuel tank (wing tip) fuel sending unit, attached to fiberglass portion of tank: Located at 30 degrees 57.322 N and 096 degrees 16.005 W. No altitude given at this point. No direction towards main wreckage given from this point.
- Item 3). Right wing tip/fuel tank: Located at 30 degrees 57.262 N and 096 degrees 16.012 W. No altitude given at this point. No direction towards main wreckage given from this point.
- Item 4). The vertical stabilizer with the top portion of the rudder attached: Located at 30 degrees 57.262 N and 096 degrees 16.026 W. No altitude given at this point. No direction towards main wreckage given from this point.
- \*\* The rudder separated at the upper rudder hinge attach point. This portion of the rudder stayed with the vertical stabilizer. The lower portion of the rudder was still attached by the lower hinge attach point and located at the main wreckage location.
- Item 5). The rudder tip cap, with rudder balance weight still in tact: Located at 30 degrees 57.241 N and 096 degrees 16.007 W. No altitude given at this point. No direction towards main wreckage given from this point.

Item 6). The left wing tip/fuel tank: Located at 30 degrees 57.225 N and 096 degrees 16.072 W. This component was at an elevation of 371ft. MSL. No direction towards main wreckage given from this point.

Item 7). The left wing with landing gear attached and aileron attached. The flap was not attached and the outboard section (identified as item 1) was not attached. Located at 30 degrees 57.118 N and 096 degrees 16.169 W. This component was at an elevation of 343ft. MSL. No direction towards main wreckage given from this point.

Item 8). The left wing flap with actuator arm attached. Located at 30 degrees 57.098 N and 096 degrees 16.152 W. This component was at an elevation of 343ft. MSL. No direction towards main wreckage given from this point.

The main cabin, fuselage, right wing, horizontal stabilizer and remaining rudder were located at 30 degrees 56.844 N and 096 degrees 16.124 W. The main wreckage was at an elevation of 343ft. MSL. The heading of the main wreckage was 220 degrees.

### **Physical examination of aircraft wreckage**

Aileron balance cable separated on left side of roll servo bridle cable.

Right aileron control cable attached to bell crank and continuous through to t bar (yoke).

Right aileron balance cable secure to bell crank.

Rudder and stabilator control cables were continuous through the fuselage to the t bar (yoke).

Left front seat belt, (pilot/cockpit), was unbuckled but remained attached at the inboard and outboard attach points.

The right seat belt, (cockpit), remained buckled but separated at both fuselage attach points.

This aircraft was equipped with six (6) forward facing seats. All seats were accounted for. There was one (1) child seat. Funeral home personnel stated the seat was attached to a passenger seat when they arrived.

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[REDACTED]  
Federal Aviation Administration

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Houston, Texas [REDACTED]  
[REDACTED]