



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | RUIDOSO, New Mexico | Accident Number: | FTW83LA308 |
| Date & Time: | July 5, 1983, 12:00 Local | Registration: | N8075R |
| Aircraft: | PIPER PA-34-200T | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 5 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE ACFT OVERRAN THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE ACFT HAD TOUCHED DOWN ABOUT 500 YARDS DOWN THE RWY ACCORDING TO THE PLT. THE AIRSPEED WAS ALSO HIGH AT 100 KTS IAS. BRAKING DID NOT STOP THE ACFT ON THE 5500 FT RWY AND THE ACFT CONTINUED OFF THE RWY INTO A DITCH. A WITNESS REPORTED THAT THE ACFT LANDED HALF WAY DOWN THE RWY AND THAT THE BRAKES WERE SMOKING DURING THE ROLL-OUT.

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) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Private | Age: | 40, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | December 3, 1982 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 352 hours (Total, all aircraft), 142 hours (Total, this make and model), 274 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N8075R |
| Model/Series: | PA-34-200T PA-34-200T | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 34-7970483 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | June 21, 1983 100 hour | Certified Max Gross Wt.: | 4570 lbs |
| Time Since Last Inspection: | 30 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 1259 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-360-EB |
| Registered Owner: | SAMUEL R. BONNEY | Rated Power: | 200 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-----------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | RUI ,6911 ft msl | Distance from Accident Site: | |
| Observation Time: | 13:13 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 6000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 24°C / 13°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | DALLAS , TX (RBD) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 10:00 Local | Type of Airspace: | Airport advisory area |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------------------------|
| Airport: | RUIDOSO MUNI RUI | Runway Surface Type: | Asphalt |
| Airport Elevation: | 6911 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 5500 ft / 75 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 4 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 5 None | Latitude, Longitude: | 33.349449,-105.679885(est) |

Administrative Information

Investigator In Charge (IIC): Mcfall, T.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20956>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).