



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EAGLE LAKE, TX	<b>Accident Number:</b>	FTW85LA179
<b>Date &amp; Time:</b>	03/25/1985, 0000	<b>Registration:</b>	N23L
<b>Aircraft:</b>	PIPER PA-31	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

ON OR ABOUT 3/25/85, THE ACFT WAS LANDED ON A SHORT PRIVATE STRIP. DURING THE LANDING, IT OVERRAN THE STRIP, THEN COLLIDED WITH A DIRT BANK & A TREE. THE PLT ABANDONED THE ACFT. NEITHER HE NOR THE NEW OWNER COULD BE FOUND. THERE WAS EVIDENCE THAT THE ACFT HAD BEEN SET AFIRE AFTER THE ACCIDENT. THE ACFT BORE A REGISTRATION OF N23LX, BUT THE ACFT DATA PLATE & FAA RECORDS SHOWED THAT A REGISTRATION OF N23L SHOULD HAVE BEEN DISPLAYED. DURING A SEEMINGLY UNRELATED ARREST, POLICE FOUND THE RECORDS OF N23L IN ANOTHER ACFT THAT WAS LOADED WITH 1500 LBS OF MARIJUANA. THE PLT WAS PRESUMED TO HAVE HAD NO INJURIES.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
  2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. (C) AIRSPEED - MISJUDGED - 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 - DIRT BANK/RISING EMBANKMENT
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

Certificate:		Age:	
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N23L
Model/Series:	PA-31 PA-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	31-76
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIO-540-A1A
Registered Owner:	ERIC SCHAFFER	Rated Power:	310 hp
Operator:	ERIC SCHAFFER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not Reported
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	J. O JONSON	Report Date:	
Additional Participating Persons:	R A ANDREWS; HOUSTON, TX		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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](#).