



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN ANGELO, TX	Accident Number:	FTW85LA332
Date & Time:	08/24/1985, 1700 CDT	Registration:	N8045J
Aircraft:	PIPER AEROSTAR 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT HAD RECENTLY PURCHASED THE ACFT AND RECEIVED 25 HRS DUAL INSTRUCTION TO COMPLY WITH HIS INSURANCE REQUIREMENTS. SHORTLY THEREAFTER HE WENT OUT SOLO TO PRACTICE STEEP TURNS. HE CLIMBED TO 12,500 FT AND LEVELED OFF. HE THEN ROLLED INTO A 60 DEG LEFT BANK AT 200 KTS AIRSPEED BY APPLYING LEFT AILERON AND BACK PRESSURE. HE THEN APPLIED MODERATE LEFT RUDDER. AT THIS TIME THE NOSE CAME UP, THE RIGHT WING CAME OVER THE TOP, THE NOSE TUCKED DOWN AND THE ACFT ENTERED A STEEP NOSE DOWN SPIN. IN HIS ATTEMPT TO STOP THE SPIN THE PLT SHUT DOWN BOTH ENGS. HE GOT THE SPIN STOPPED AFTER 15 TO 20 TURNS. HE STARTED PULLING THE NOSE UP AND THE STALL BUFFET WAS FELT. ALT WAS 500 FT AGL AT THIS TIME AND HE WAS UNABLE TO RESTART THE ENG. HE THEN MADE A GEAR UP LANDING IN A PASTURE WHICH RESULTED IN DESTRUCTION OF THE ACFT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
6. (C) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/05/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1386 hours (Total, all aircraft), 35 hours (Total, this make and model), 1338 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8045J
Model/Series:	AEROSTAR 601P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	GIP-0528-222
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/12/1984, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	897 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1AS
Registered Owner:	HOMER ALLEN ANDERSON	Rated Power:	290 hp
Operator:	HOMER ALLEN ANDERSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 11500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	36 °C
Precipitation and Obscuration:			
Departure Point:	SAN ANGELO, TX (SJT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1715 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	A EDWARDS	Report Date:	
Additional Participating Persons:	LEE BOEDEKER; LUBBOCK, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).