



# Aviation Investigation Final Report

<b>Location:</b>	Hobbs, New Mexico	<b>Accident Number:</b>	CEN19CA017
<b>Date &amp; Time:</b>	October 27, 2018, 19:40 Local	<b>Registration:</b>	N6899C
<b>Aircraft:</b>	Piper PA28R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Navigation error	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he entered a left traffic pattern for runway 30 during night, visual meteorological conditions. Although the pilot thought he had sufficient altitude during the initial phase of the final approach based on his altimeter indication, shortly after turning to final approach, the airplane impacted terrain.

The airplane sustained substantial damage to the right wing and fuselage, and the three occupants were not injured.

Postaccident examination of the airframe and engine revealed no evidence of preaccident mechanical failures or malfunctions that would have precluded normal operation. The examination did reveal that the altimeter had an incorrect setting, which resulted in an altimeter indication error of +800 ft mean sea level. The pilot stated that he must have had the incorrect altimeter setting for the destination airport.

## Probable Cause and Findings

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

The pilot's incorrect altimeter setting during the night visual approach, which resulted in a controlled flight into terrain.

## Findings

<b>Aircraft</b>	Instrument panel - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained

## Factual Information

### History of Flight

<b>Approach</b>	Navigation error (Defining event)
<b>Approach-VFR pattern final</b>	Controlled flight into terr/obj (CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56,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>	3-point
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 16, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 24, 2018
<b>Flight Time:</b>	192 hours (Total, all aircraft), 184 hours (Total, this make and model), 97 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6899C
<b>Model/Series:</b>	PA28R 201	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R-7837176
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 17, 2017 Annual	<b>Certified Max Gross Wt.:</b>	2750 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, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>		<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Carlsbad, NM (CNM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hobbs, NM (HOB )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:05 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Lea County Regional Airport HOB	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	3660 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	32.68222,-103.221107(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	Steven R White; Federal Aviation Administration; Lubbock, TX
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98563">https://data.nts.gov/Docket?ProjectID=98563</a>

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