



# Aviation Investigation Final Report

<b>Location:</b>	LOVINGTON, New Mexico	<b>Accident Number:</b>	DEN85LA159
<b>Date &amp; Time:</b>	June 8, 1985, 12:00 Local	<b>Registration:</b>	N7336Z
<b>Aircraft:</b>	PIPER PA-25-235-B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT ATTEMPTED TO TAKE OFF TO THE EAST FROM A 1000-FOOT MOWED ALFALFA FIELD AT A FIELD ELEVATION OF 3700 FT MSL. THE PLT ESTIMATED THE WINDS TO BE FROM THE SOUTHEAST AT 8 MPH. THE DENSITY ALTITUDE WAS COMPUTED TO BE BETWEEN 6578 AND 6871 FT MSL. ACCORDING TO THE PIPER ACFT CORPORATION, THE AIRPLANE WOULD REQUIRE 1688 FT TO TAKE OFF.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (F) OBJECT - FENCE
5. (F) PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

8. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. (F) TERRAIN CONDITION - GROUND

10. (F) TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 20, 1984
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	562 hours (Total, all aircraft), 1 hours (Total, this make and model), 468 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7336Z
<b>Model/Series:</b>	PA-25-235-B PA-25-235-	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	25-3285
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 3, 1985 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2570 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-540-B2B5
<b>Registered Owner:</b>	GARY D. GEE	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ROS, 3669 ft msl	<b>Distance from Accident Site:</b>	71 Nautical Miles
<b>Observation Time:</b>	11:50 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	35°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	3700 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.940639,-103.350486(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	ANTHONY PIRRELLO; LOBBOCK , TX
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=16699">https://data.nts.gov/Docket?ProjectID=16699</a>

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