



Aviation Investigation Final Report

Location:	BOULDER, Colorado	Accident Number:	DEN85LA206
Date & Time:	July 30, 1985, 11:45 Local	Registration:	N5430Z
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, HE WAS APPROACHING THE BOULDER MUNICIPAL ARPT, BOULDER, COLORADO, FOR A VFR LANDING WHEN HIS ENGINE FAILED TO DEVELOP SUFFICIENT POWER TO SUSTAIN FLIGHT. A FORCED LANDING WAS MADE TO A FARMER'S FIELD. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE, HOWEVER, THERE WERE NO INJURIES TO THE OCCUPANTS 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 ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FUEL SYSTEM,CARBURETOR - WORN
2. (F) MAINTENANCE,ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PERSONNEL
3. (C) CARBURETOR HEAT CONTROL,LINKAGE - SEPARATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (C) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 28, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1119 hours (Total, all aircraft), 215 hours (Total, this make and model), 1018 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5430Z
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-9203
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 8, 1985 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3729 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	ADAM N. SCHNEIDER	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOULDER , CO (1V5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	BOULDER 1V5	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	00	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.040882,-105.36985(est)

Administrative Information

Investigator In Charge (IIC): Tranter, Verlin

Additional Participating Persons: LOU MONGER; BROOMFIELD, CO

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16737>

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](#).