



Aviation Investigation Final Report

Location:	CEDAR CITY, Utah	Accident Number:	DEN86LA067
Date & Time:	January 19, 1986, 14:10 Local	Registration:	N5950D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHILE IN CRUISE FLT, A LOUD NOISE WAS HEARD FOLLOWED BY AIR ENTERING THE COCKPIT. THE PLT SAID HE INITIALLY REDUCED PWR, NOT KNOWING WHAT THE PROBLEM WAS. ACCORDING TO THE PLT, WHEN NO VISUAL PROBLEM WITH THE AIRCRAFT WAS FOUND, HE ADDED PWR, BUT WAS UNABLE TO MAINTAIN ALT & NOTICED SOME DIRECTIONAL CONTROL PROBLEMS. DURING THE FORCED LANDING, THE ACFT NOSED OVER ONTO ITS BACK. DURING THE INVESTIGATION, IT WAS DETERMINED THAT THE FABRIC AT THE TOP OF THE OUTSIDE WINDSCREEN HAD SEPARATED & FORMED A LARGE SCOOP AREA. AD 74-17-04 WHICH REQUIRED THE INSTALLATION OF PIPER SERVICE KIT # 754-404, HAD NOT BEEN COMPLIED WITH.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (C) FUSELAGE,SKIN - SEPARATION
2. (C) MAINTENANCE,COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY/OPERATOR MANAGEMENT

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
3. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 14, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	388 hours (Total, all aircraft), 10 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5950D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4614
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 27, 1985 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1538 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	LAS VEGAS VIDEO & SOUND RENTAL	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:	CDC ,5622 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BERYL JUNCTION , UT (1L6)	Type of Flight Plan Filed:	None
Destination:	PAROWAN , UT (IL9)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	37.589706,-113.189659(est)

Administrative Information

Investigator In Charge (IIC):	Mickle, Ronald
Additional Participating Persons:	BOB ROUNTREE; SALT LAKE CITY , UT
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16915

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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](#).