



Aviation Investigation Final Report

Location:	TIMBERON, New Mexico	Accident Number:	DEN88LA015
Date & Time:	October 25, 1987, 14:00 Local	Registration:	N9375P
Aircraft:	PIPER PA-24-260C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON TAKEOFF WITH A 10 TO 15 KNOT TAILWIND AND 10 DEGREES OF FLAPS, A 20 DEGREE TURN WAS ATTEMPTED AT 60 FEET AGL. THE PILOT STATED A DOWNDRAFT FORCED THE AIRCRAFT BACK TO THE GROUND. THE AIRCRAFT STRUCK A WOODPILE AND SEVERAL SMALL TREES. POST-CRASH FIRE DESTROYED MOST OF THE AIRCRAFT.

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 TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 28, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1631 hours (Total, all aircraft), 131 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9375P
Model/Series:	PA-24-260C PA-24-260C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4875
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 1, 1987 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4848 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-D4A5
Registered Owner:	BLESIOUS, CORNELIUS K.	Rated Power:	260 Horsepower
Operator:	BLESIOUS, CORNELIUS	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	EL PASO , TX (ELP)	Type of Clearance:	None
Departure Time:	13:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	TIMBERON 52E	Runway Surface Type:	Asphalt
Airport Elevation:	6954 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4980 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor, 1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor, 1 None	Latitude, Longitude:	32.809631,-105.990646(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	RUBIN GONSALES; ALBUQUERQUE , NM
Original Publish Date:	April 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17410

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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](#).