



Aviation Investigation Final Report

Location:	COLORADO SPRING, Colorado	Accident Number:	DEN88LA058
Date & Time:	January 27, 1988, 19:00 Local	Registration:	N1246T
Aircraft:	PIPER PA-32-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PLT AND TWO PASSENGERS WERE CONDUCTING A PERSONAL NIGHT FLIGHT. DURING LANDING, THE AIRCRAFT DRIFTED LEFT AND THE LEFT MAIN GEAR STRUCK A SNOW DRIFT. THE PLT ELECTED TO GO AROUND AND ON THE SECOND APPROACH AT TOUCHDOWN, THE AIRCRAFT SKIDDED LEFT AND THE LEFT WING SETTLED ONTO THE SNOW DRIFT. THE WING SLID ALONG THE SNOW DRIFT FOR 300 FEET, BEFORE COMING TO REST. THE LEFT MAIN GEAR HAD SEPARATED FROM THE AIRCRAFT DURING THE FIRST LANDING. THE PLTS RECOMMENDATION FOR PREVENTION OF THIS ACC WAS 'GO-AROUND SOONER BEFORE TOUCHDOWN IN SNOWBANK THAT SHEARED OFF LANDING GEAR.'

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: LANDING

Findings

1. (F) TERRAIN CONDITION - SNOWBANK
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LIGHT CONDITION - NIGHT

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. (F) LANDING GEAR,MAIN GEAR - SEPARATION
- 6. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3: DRAGGED WING,ROTOR,POD,FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 4, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	148 hours (Total, all aircraft), 117 hours (Total, this make and model), 73 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1246T
Model/Series:	PA-32-260 PA-32-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	327200034
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	June 1, 1987 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4B5
Registered Owner:	RICHARD E. CROUSE	Rated Power:	260 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:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PUEBLO , CO (PUB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MEADOW LAKE OOV	Runway Surface Type:	Asphalt
Airport Elevation:	6880 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4150 ft / 35 ft	VFR Approach/Landing:	Straight-in

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:	39.049255,-104.690742(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	H. O ABBOTT; AURORA , CO
Original Publish Date:	March 30, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17442

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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](#).