



# Aviation Investigation Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | SALT LAKE CITY, Utah                          | <b>Accident Number:</b> | DEN89LA169  |
| <b>Date &amp; Time:</b>        | July 14, 1989, 06:57 Local                    | <b>Registration:</b>    | N6144H      |
| <b>Aircraft:</b>               | PIPER PA-34-200T                              | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 135: Air taxi & commuter - Non-scheduled |                         |             |

## Analysis

THE PLT RPRTD THAT DURING THE TAKEOFF ROLL, THE ACFT ACCELERATED TO ABOUT 65 KTS. HOWEVER, AS HE ROTATED THE PLANE FOR TAKEOFF, IT BEGAN TO SLOW & VEER TO THE LEFT. THE PLT REDUCED POWER TO ABORT & REGAINED DIRECTIONAL CONTROL, BUT THE BRAKES WERE INEFFECTIVE IN STOPPING. SUBSEQUENTLY, THE ACFT CONTD OFF THE END OF THE RWY, THEN HIT A FENCE & A PARKED VEHICLE. THE PLT BELIEVED THAT WHEN HE RELEASED THE PARKING BRAKE, IT DID NOT FULLY DISENGAGE, THEN HEAT BUILT UP AS THE BRAKES WERE DRAGGING. AN EXAM OF THE BRAKES CONFIRMED THAT HEAT DAMAGE HAD OCCURRED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE PARKING BRAKE AND HIS DELAY IN ABORTING THE TAKEOFF. FACTORS RELATED TO THE ACCIDENT WERE: THE FENCE & VEHICLE.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ABORTED

- Findings
1. LANDING GEAR, PARKING BRAKE - ENGAGED
  2. (C) PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND

3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ABORTED

Findings

- 4. (F) OBJECT - FENCE
- 5. (F) OBJECT - VEHICLE

## Factual Information

### Pilot Information

|                                  |  |  |              |
|----------------------------------|--|--|--------------|
| <b>Certificate:</b>              | Airline transport  | <b>Age:</b>                              | 25, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land   | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |              |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No           |
| <b>Instructor Rating(s):</b>     | Airplane single-engine   | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | June 1, 1988 |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 2770 hours (Total, all aircraft), 15 hours (Total, this make and model), 2680 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 97 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                          |
|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | PIPER                    | <b>Registration:</b>                  | N6144H                   |
| <b>Model/Series:</b>                 | PA-34-200T PA-34-200T    | <b>Aircraft Category:</b>             | Airplane                 |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                          |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 7870054                  |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 2                        |
| <b>Date/Type of Last Inspection:</b> | June 13, 1989 AAIP       | <b>Certified Max Gross Wt.:</b>       | 4570 lbs                 |
| <b>Time Since Last Inspection:</b>   | 55 Hrs                   | <b>Engines:</b>                       | 2 Reciprocating          |
| <b>Airframe Total Time:</b>          | 4785 Hrs                 | <b>Engine Manufacturer:</b>           | CONTINENTAL              |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | L/TSIO-360               |
| <b>Registered Owner:</b>             | LUNBERG A. JAMES         | <b>Rated Power:</b>                   | 200 Horsepower           |
| <b>Operator:</b>                     | ALPINE AVIATION          | <b>Operating Certificate(s) Held:</b> | On-demand air taxi (135) |
| <b>Operator Does Business As:</b>    | ALPINE AIR               | <b>Operator Designator Code:</b>      | 5A                       |

## Meteorological Information and Flight Plan

|   |                                  |   |                 |
|---|----------------------------------|---|-----------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day             |
| <b>Observation Facility, Elevation:</b> | SLC ,4227 ft msl                 | <b>Distance from Accident Site:</b>         |                 |
| <b>Observation Time:</b>                | 06:50 Local                      | <b>Direction from Accident Site:</b>        |                 |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 30 miles        |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                 |
| <b>Wind Speed/Gusts:</b>                | 4 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /               |
| <b>Wind Direction:</b>                  | 170°                             | <b>Turbulence Severity Forecast/Actual:</b> | /               |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 16°C / 11°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                 |
| <b>Departure Point:</b>                 | (SLC )                           | <b>Type of Flight Plan Filed:</b>           | Company VFR     |
| <b>Destination:</b>                     | ST GEORGE , UT (SGU )            | <b>Type of Clearance:</b>                   | VFR             |
| <b>Departure Time:</b>                  | 00:00 Local                      | <b>Type of Airspace:</b>                    | Class B;Class E |

## Airport Information

|                             |                         |                                  |         |
|-----------------------------|-------------------------|----------------------------------|---------|
| <b>Airport:</b>             | SALT LAKE CITY INTL SLC | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 4250 ft msl             | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 14                      | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> | 5295 ft / 150 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> | 40.8092,-111.940483(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Tranter, Verlin   |
| <b>Additional Participating Persons:</b> | DAVID B SCHUUR; SALT LAKE CITY , UT   |
| <b>Original Publish Date:</b>            | June 28, 1991   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=17746">https://data.ntsb.gov/Docket?ProjectID=17746</a> |

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