



# Aviation Investigation Final Report

<b>Location:</b>	FIRESTONE, Colorado	<b>Accident Number:</b>	DEN90LA034
<b>Date &amp; Time:</b>	December 26, 1989, 10:15 Local	<b>Registration:</b>	N9570T
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT TOOK OFF FROM A SNOW COVERED GRASS STRIP. THE AIRPLANE BECAME AIRBORNE, GAINED APPROXIMATELY 20 FEET OF ALTITUDE, 'STALLED' AND CRASHED. THE PILOT STATED AFTER THE ACCIDENT THAT HE DID NOT INTEND TO REPORT THE ACCIDENT TO THE FAA OR NTSB. THE IDENTITY OF THE AIRPLANE OWNER, PILOT AND PASSENGER WERE NOT DETERMINED. THE PURPOSE OF THE FLIGHT AND THE INTENDED DESTINATION ALSO REMAIN UNKNOWN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PREMATURE LIFTOFF BY THE PILOT WHICH RESULTED IN INSUFFICIENT AIRSPEED.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>		<b>Age:</b>	U
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9570T
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3878A0133
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	UNKNOWN/NOT REPORTED	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	FREDRICK-FIRESTONE C058	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	5000 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 30 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	40.109554,-104.929908(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Feith, Gregory
<b>Additional Participating Persons:</b>	MIKE DAVEY; DENVER , CO
<b>Original Publish Date:</b>	January 23, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=17874">https://data.nts.gov/Docket?ProjectID=17874</a>

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](#).