



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | LEADVILLE, Colorado | Accident Number: | DEN92LA065 |
| Date & Time: | June 30, 1992, 15:05 Local | Registration: | N109RH |
| Aircraft: | PIPER PA-32RT-300 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 4 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT WAS TAKING OFF ON RUNWAY 16 WITH FLAPS SET AT 25 DEGREES. PRIOR TO REACHING ROTATION SPEED, THE AIRPLANE LIFTED OFF AND A CROSSWIND DRIFTED IT LEFT. THE AIRPLANE STRUCK A RUNWAY MARKER, BECAME AIRBORNE, HIT A TREE, IMPACTED THE GROUND, AND SLID INTO A RAVINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO COMPENSATE FOR WIND CONDITIONS AND MAINTAIN DIRECTIONAL CONTROL. FACTORS INCLUDED: THE PILOT ALLOWING THE AIRPLANE TO LIFT OFF PREMATURELY, AND GUSTY CROSSWINDS.

Findings

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

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CROSSWIND
5. (F) WEATHER CONDITION - GUSTS



Factual Information

Pilot Information

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|----------------------------------|---|--|----------------|
| Certificate: | Private | Age: | 58, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | August 6, 1990 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1194 hours (Total, all aircraft), 422 hours (Total, this make and model), 1194 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N109RH |
| Model/Series: | PA-32RT-300 PA-32RT-30 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 32R-7885070 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | January 8, 1992 Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 40 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2327 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-540-K1G5D |
| Registered Owner: | STRUB, RICHARD D. | Rated Power: | 300 Horsepower |
| Operator: | STRUB, RICHARD D. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------|
| 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: | Scattered / 5500 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / 19 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 210° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 19°C / -2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (LXV) | Type of Flight Plan Filed: | None |
| Destination: | MONTROSE , CO (MTJ) | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------|----------------------------------|---------|
| Airport: | LAKE COUNTY LXV | Runway Surface Type: | Asphalt |
| Airport Elevation: | 9927 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 16 | IFR Approach: | None |
| Runway Length/Width: | 5300 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 3 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 Minor | Latitude, Longitude: | 39.240291,-106.290344(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Scott, Arnold |
| Additional Participating Persons: | RAY RYAN; DENVER , CO |
| Original Publish Date: | March 9, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=18220 |

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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](#).