



Aviation Investigation Final Report

Location:	KERSEY, Colorado	Accident Number:	DEN93FA012
Date & Time:	November 20, 1992, 00:25 Local	Registration:	N39683
Aircraft:	PIPER PA-32RT-300T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON AN IFR CROSS COUNTRY FLIGHT TO THE AIRPORT WHERE THE PILOT AND AIRCRAFT WERE BASED, THE FLIGHT WAS CLEARED TO DESCEND, AND CLEARED FOR AN INSTRUMENT APPROACH TO THE PLANNED DESTINATION, AN UNCONTROLLED AIRPORT. RADAR CONTACT WAS LOST WHEN THE AIRCRAFT DESCENDED TO AN ALTITUDE BELOW RADAR COVERAGE CAPABILITY. WHEN THE FLIGHT PLAN WAS NOT CLOSED, A SEARCH WAS INITIATED AND THE AIRCRAFT WAS FOUND APPROXIMATELY 12 HOURS LATER, IN A FIELD APPROXIMATELY NINE MILES FROM THE DESTINATION AIRPORT. ENVIRONMENTAL CONDITIONS AT THE TIME OF THE ACCIDENT WERE DARK NIGHT, AND 600 FEET BROKEN CLOUDS WITH FOG. STRUCTURAL ICING CONDITIONS WERE PRESENT, AND WERE FORECAST IN THE WEATHER BRIEFING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT STALL AND LOSS OF CONTROL DUE TO STRUCTURAL ICING. FACTORS WERE: ICING CONDITIONS, AND FLIGHT INTO KNOWN ADVERSE WEATHER.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. LIGHT CONDITION - DARK NIGHT
3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - NORMAL

Findings

4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 1, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1545 hours (Total, all aircraft), 675 hours (Total, this make and model), 1140 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N39683
Model/Series:	PA-32RT-300T PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7887141
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 5, 1992 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2341 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-SIAD
Registered Owner:	KEVIN K. OPP	Rated Power:	300 Horsepower
Operator:	KEVIN K. OPP	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	GXY ,4658 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	00:17 Local	Direction from Accident Site:	325°
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Broken / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -2°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	LUBBOCK , TX (LBB)	Type of Flight Plan Filed:	IFR
Destination:	GREELEY , CO (GXY)	Type of Clearance:	IFR
Departure Time:	21:34 Local	Type of Airspace:	Class E

Airport Information

Airport:	GREELEY-WELD COUNTY GXY	Runway Surface Type:	Asphalt
Airport Elevation:	4658 ft msl	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	ILS
Runway Length/Width:	6210 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	40.380668,-104.559471(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	BUDDY MAKIN; DENVER , CO
Original Publish Date:	July 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18241

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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](#).