



Aviation Investigation Final Report

Location:	SPANISH FORK, Utah	Accident Number:	DEN00LA120
Date & Time:	June 25, 2000, 22:25 Local	Registration:	N9246D
Aircraft:	NEW PIPER PA-46-350P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot was practicing a soft field takeoff in preparation for his commercial certificate examination. During initial climb following lift off, the airplane drifted left of the runway and struck a fence post followed by collision with the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure by the pilot to maintain control of the aircraft during initial climb following takeoff.

Findings

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

Findings

- 1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

- 2. OBJECT - FENCE POST

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

Factual Information

On June 25, 2000, at 2225 mountain daylight time, a New Piper PA-46-350P, N9246D, sustained substantial damage when it struck a fence and the ground during initial climb following takeoff at Spanish Fork, Utah. The private pilot sole occupant was not injured. The flight was operating under Title 14 CFR Part 91 and no flight plan was filed. Visual meteorological conditions prevailed for this local training flight which departed Spanish Fork at 2100.

According to information provided by the pilot, he was practicing a soft field takeoff in preparation for his commercial pilot exam, and during initial climb following takeoff, the aircraft drifted left of the runway, settled, and a wing struck a fence post followed by impact with the ground off the east side of the runway.

The two impacts caused damage to the wings, fuselage, engine, propeller, landing gear, and empennage.

Pilot Information

Certificate:	Private	Age:	56, 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--no waivers/lim.	Last FAA Medical Exam:	August 14, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	881 hours (Total, all aircraft), 289 hours (Total, this make and model), 791 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NEW PIPER	Registration:	N9246D
Model/Series:	PA-46-350P PA-46-350P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4622165
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 15, 2000 Annual	Certified Max Gross Wt.:	4318 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	496 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AE2A
Registered Owner:	S.E.H. AVIATION CORPORATION	Rated Power:	350 Horsepower
Operator:	STEPHEN E. HOWCROFT	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:	PVU ,4525 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	22:15 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(U77)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	21:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SPANISH FORK V77	Runway Surface Type:	Asphalt
Airport Elevation:	4525 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5700 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.019351,-111.550788(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	DOUG R HANSON; SALT LAKE CITY , UT
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49513

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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](#).