



National Transportation Safety Board Aviation Accident Factual Report

Location:	PEYTON, CO	Accident Number:	FTW96LA197
Date & Time:	05/01/1996, 2145 MDT	Registration:	N175WW
Aircraft:	Piper PA-28R-201T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

On May 1, 1996, approximately 2145 mountain daylight time, a Piper PA-28R-201T, N175WW, owned and operated by a private owner, was substantially damaged during landing at Peyton, Colorado. There were no injuries to the private pilot and two passengers. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the personal flight conducted under Title 14 CFR Part 91. The flight originated at Pueblo, Colorado, at approximately 2125 mountain daylight time.

The pilot said after making a normal landing, the airplane began wobbling. It then veered slowly to the right and the right wing struck a taxiway sign. The pilot said he had checked the tire pressures two weeks before the accident and found them correctly inflated to 30 psi. Also, the tires appeared normal during his preflight inspection prior to the accident flight. Postflight inspection, however, revealed the right tire was flat. When the hub cap was removed, the valve stem fell out. It had separated from the tire tube. The pilot said it appeared the valve stem had not completely bonded to the tube.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/04/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	614 hours (Total, all aircraft), 303 hours (Total, this make and model), 241 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N175WW
Model/Series:	PA-28R-201T PA-28R-201	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R-7703074
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/22/1996, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	43 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2207 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-F
Registered Owner:	EUGENE L. JONES	Rated Power:	200 hp
Operator:	EUGENE L. JONES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	COS, 6184 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	2155 MDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11° C / -1° C
Precipitation and Obscuration:			
Departure Point:	PUEBLO, CO (PUB)	Type of Flight Plan Filed:	None
Destination:	(00V)	Type of Clearance:	None
Departure Time:	2125 MDT	Type of Airspace:	Class E

Airport Information

Airport:	MEADOW LAKE (00V)	Runway Surface Type:	Asphalt
Airport Elevation:	6874 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5999 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT
Additional Participating Persons:	JOSEPH J JORDAN; DENVER, CO
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .