



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	PEYTON, CO	<b>Accident Number:</b>	FTW96LA197
<b>Date &amp; Time:</b>	05/01/1996, 2145 MDT	<b>Registration:</b>	N175WW
<b>Aircraft:</b>	Piper PA-28R-201T	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot said that after making a normal landing, the airplane began wobbling. It then veered slowly to 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the right main tire due to valve stem separation.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) LANDING GEAR, TIRE - FAILURE  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

2. OBJECT - AIRPORT SIGN/MARKER

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N175WW
<b>Model/Series:</b>	PA-28R-201T PA-28R-201	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	EUGENE L. JONES	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-360-F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Bright
<b>Observation Facility, Elevation:</b>	COS, 6184 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 40°
<b>Temperature:</b>	11°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PUEBLO, CO (PUB)	<b>Destination:</b>	(00V)

## Airport Information

<b>Airport:</b>	MEADOW LAKE (00V)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5999 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 06/06/1996

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.