



National Transportation Safety Board Aviation Accident Final Report

Location:	RIVERTON, WY	Accident Number:	SEA93LA072
Date & Time:	03/02/1993, 2235 MST	Registration:	N821SC
Aircraft:	PIPER PA-32-260	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT OBSERVED THAT THE AIRCRAFT WAS NOT PRODUCING EXPECTED POWER, AND ASSURED DURING THE TAKEOFF GROUND RUN THAT THE PROPELLER, THROTTLE, AND MIXTURE CONTROLS WERE FULL FORWARD. THE TAKEOFF USED ABOUT HALF THE LENGTH OF THE 8202 FOOT RUNWAY. THE AIRCRAFT LIFTED OFF, CLIMBED TO ABOUT 50 FEET AND WOULD NOT CLIMB. THE AIRCRAFT STRUCK A LIGHT POLE AND CRASHED IN A FIELD ABOUT 1.5 MILES FROM THE AIRPORT. ALTHOUGH THE PILOT NOTED THAT HE HAD EXPECTED TO TAKEOFF GROUND RUN TO BE ABOUT 2000 FEET, HE FAILED TO ABORT THE TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT PERFORM AN ABORT OF THE TAKEOFF AFTER OBSERVING A PARTIAL LOSS OF POWER. FACTORS INCLUDE IMPROPER USE OF THE MIXTURE CONTROL.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/22/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	810 hours (Total, all aircraft), 55 hours (Total, this make and model), 632 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N821SC
Model/Series:	PA-32-260 PA-32-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32558
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	05/03/1992, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	160 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2260 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-E4B5
Registered Owner:	LINDY, SMITH, WONG	Rated Power:	260 hp
Operator:	KARL T. LIEB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RIW, 5525 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	2148 MST	Direction from Accident Site:	100°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9° C / -11° C
Precipitation and Obscuration:			
Departure Point:	(RIW)	Type of Flight Plan Filed:	IFR
Destination:	PIERRE, SD (P1R)	Type of Clearance:	IFR
Departure Time:	2234 MST	Type of Airspace:	

Airport Information

Airport:	RIVERTON REGIONAL (RIW)	Runway Surface Type:	Asphalt
Airport Elevation:	5525 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	8202 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MICHAEL L STOCKHILL	Report Date:	10/13/1993
Additional Participating Persons:	BUD HARDESTY; CASPER, WY		
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).