



National Transportation Safety Board Aviation Accident Final Report

Location:	ECKERT, CO	Accident Number:	DEN93LA037
Date & Time:	04/01/1993, 1926 MST	Registration:	N8210Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A PICKUP TRUCK WAS POSITIONED AT THE END OF THE RUNWAY WITH ITS HEADLIGHTS ON TO GUIDE THE PILOT TO HIS UNLIGHTED PRIVATE STRIP. THE PILOT SAID HE WAS TOO LOW ON THE APPROACH, AND THE NOSE GEAR STRUCK THE TOP OF THE TRUCK CAB. THREE CHILDREN AND AN ADULT WERE SITTING IN THE TRUCK. A FOUR-YEAR-OLD CHILD RECEIVED SERIOUS HEAD INJURIES. THE AIRPLANE SUBSEQUENTLY MADE A WHEELS-UP LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE FROM THE TRUCK DURING THE LANDING. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S POOR JUDGEMENT IN ATTEMPTING THE OPERATION, AND THE DRIVER'S POOR JUDGEMENT IN NOT VACATING ALL PERSONNEL FROM THE TRUCK.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) JUDGMENT - POOR - PILOT IN COMMAND
4. (F) JUDGMENT - POOR - DRIVER OF VEHICLE
5. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	12/31/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8210Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1337
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/14/1992, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	67 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:	ARBCO ELECTRONICS	Rated Power:	200 hp
Operator:	WIDNER, EDWARD D.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1° C
Precipitation and Obscuration:			
Departure Point:	ENGLEWOOD, CO (APA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 MST	Type of Airspace:	Class G

Airport Information

Airport:	WIDNER PRIVATE (8CO5)	Runway Surface Type:	Gravel
Airport Elevation:	6020 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	
Runway Length/Width:	2200 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	03/18/1994
Additional Participating Persons:	BRENT A ROBINSON; SALT LAKE CITY, UT		
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/ .		

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