



National Transportation Safety Board Aviation Accident Data Summary

Location:	YODER, CO	Accident Number:	DEN85LA056
Date & Time:	01/02/1985, 1707 MST	Registration:	N2112K
Aircraft:	PIPER PA-28-181	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ENGINE QUIT DURING CRUISE FLIGHT. PILOT MADE FORCED LANDING ON DIRT ROAD DURING WHICH THE ACFT VEERED OFF THE ROAD AND COLLIDED WITH A FENCE POST. FIRE DEPARTMENT OFFICIALS REPORTED NO EVIDENCE OF FUEL EITHER IN THE FUEL TANKS OR AROUND THE ACFT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. LIGHT CONDITION - DUSK
7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

8. OBJECT - FENCE

Pilot Information

Certificate:	Private	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	194 hours (Total, all aircraft), 9 hours (Total, this make and model), 139 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2112K
Model/Series:	PA-28-181 PA-28-181	Engines:	1 Reciprocating
Operator:	DOUGLAS J. LENNOX	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	COS, 6172 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 7500 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 350°
Temperature:	-1 °C	Visibility:	100 Miles
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Destination:	ENGLEWOOD, CO (APA)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted 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.