



National Transportation Safety Board Aviation Accident Final Report

Location:	ORDWAY, CO	Accident Number:	DEN85LA146
Date & Time:	06/01/1985, 1058 MDT	Registration:	N4926Y
Aircraft:	PIPER PA-25-260-C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRPLANE DEPARTED THE AIRPORT ON AN AERIAL APPLICATION OPERATION. IMMEDIATELY AFTER TAKEOFF THE PILOT RETARDED THE PROPELLER CONTROL TO CLIMB SETTING AND TURNED EAST. THE PILOT SAID HE WAS AWARE OF AND SAW POWER LINES AHEAD. HE SAID HE ADVANCED THE PROPELLER CONTROL TO CLIMB OVER THE WIRES BUT THE AIRPLANE BEGAN TO SETTLE AND COLLIDED WITH THE WIRES AND CRASHED. THE PILOT SAID HE SUSPECTED HE HAD ENCOUNTERED 'SOME BAD AIR OR SOMETHING.'

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. OBJECT - WIRE,STATIC
4. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
5. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/27/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6530 hours (Total, all aircraft), 4500 hours (Total, this make and model), 6530 hours (Pilot In Command, all aircraft), 315 hours (Last 90 days, all aircraft), 15 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4926Y
Model/Series:	PA-25-260-C PA-25-260-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	25-4724
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/06/1985, 100 Hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	235 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3800 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-G1A5
Registered Owner:	BOBBY L. DENTON	Rated Power:	260 hp
Operator:	BOBBY L. DENTON	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LHX, 4238 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1055 MDT	Direction from Accident Site:	115°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 8° C
Precipitation and Obscuration:			
Departure Point:	ORDWAY, CO (25V)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1058 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
Additional Participating Persons:	LOUIS P MONGER; BROOMFIELD, CO		
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 pubinquiry@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](#).