



National Transportation Safety Board Aviation Accident Data Summary

Location:	ENGLEWOOD, CO	Accident Number:	DEN86FA034
Date & Time:	12/01/1985, 1808 MST	Registration:	N9250Y
Aircraft:	PIPER PA-31-350	Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT HAD BEEN FLYING APRX 7 HRS AND WAS COMPLETING THE FLT AT NIGHT WHEN THE ACCIDENT OCCURRED. HE WAS USING VISUAL CUES (THE ARPT ENVIROMENT) TO POSITION THE ACFT AT A PROPER ALT FOR A VISUAL APCH AND LANDING. THE TERRAIN SOUTH OF THE ARPT RISES SEVERAL HUNDRED FEET ABOVE THE ARPT ELEVATION. THE TERRAIN IS SPARSELY LIT. THE ACFT TOUCHED DOWN 2 MILES SHORT OF RWY 34R IN AN OPEN PASTURE AT AN ELEV OF APRX 400 FT HIGHER THAN THE ARPT. THE PLT HAD FLOWN APRX 1 HR OF NIGHT TIME IN THE LAST 90 DAYS, ACCORDING TO HIS LOGBOOK.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. (F) FATIGUE - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING
9. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1050 hours (Total, all aircraft), 212 hours (Total, this make and model), 701 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9250Y
Model/Series:	PA-31-350 PA-31-350	Engines:	2 Reciprocating
Operator:	ZILFI INVESTMENT CO.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	LTIO-540-V2AD
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	APA, 5872 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1400 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 50°
Temperature:	-17° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	EL PASO, TX (ELP)	Destination:	ENGLEWOOD, CO (APA)

Airport Information

Airport:	CENTENNIAL (APA)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	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.

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