



National Transportation Safety Board Aviation Accident Data Summary

Location:	Beaver, UT	Accident Number:	DEN02LA049
Date & Time:	06/01/2002, 1420 MDT	Registration:	N171M
Aircraft:	Piper PA-28R-201	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The stall warning was activating 15 knots higher than it was supposed to while the airplane was in a climb. The pilot advised ARTCC that he was experiencing wind shear. He was told there was no reported wind shear in the area and to maintain 13,000 feet. The pilot was unable to maintain 13,000 feet, and descended to 12,000 feet, then to the minimum en route altitude of 11,000 feet. Unable to maintain this altitude, the pilot descended to 10,500 feet, cancelled his IFR flight plan, and descended further to 9,500 feet, at which point radio communications with ARTCC were lost. The airplane was yawing and "the ball (turn coordinator) was in the right side." The pilot held "full right aileron deflection to keep the [air]plane from turning." He attempted to make a precautionary landing at an airport. A left crosswind aided in keeping the airplane on track, but he was "unable to use the rudder to straighten out the [air]plane to land." At 100 feet above the ground, the pilot attempted a go-around. With flaps up, landing gear down, and full power applied, the airplane would not climb but descended slowly instead. The pilot made a forced landing in an open field 1 mile south of the airport. In the ensuing landing, both wings were damaged, the aft portion of the fuselage was wrinkled, and the main gear was torn off. An inspection of the aircraft after the accident disclosed no anomalies with the flight control system or the engine. Flight control continuity was confirmed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of unsuitable terrain on which to make a forced landing. Contributing factors were mountain waves (wind shear) and crosswind.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - MOUNTAIN WAVE
2. (F) WEATHER CONDITION - WINDSHEAR

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) WEATHER CONDITION - CROSSWIND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

- 5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
- 6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	327 hours (Total, all aircraft), 239 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N171M
Model/Series:	PA-28R-201	Engines:	1 Reciprocating
Operator:	Simon D. Bowles	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1C6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLF, 5039 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	San Diego, CA (SEE)	Destination:	Logan, UT (LGU)

Airport Information

Airport:	Beaver Municipal (U52)	Runway Surface Type:	Unknown
Runway Used:		Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	38.208333, -112.658333		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	01/16/2003
Investigation Docket:	NTSB accident and incident docket 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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