



National Transportation Safety Board Aviation Accident Final Report

Location:	ROCK SPRINGS, WY	Accident Number:	DEN82DA028
Date & Time:	02/01/1982, 1845 MST	Registration:	N8178F
Aircraft:	PIPER PA-32	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT DEPARTED VERNAL, UT AT 1810 MST AFTER REFUELING. DURING THE VFR FLIGHT THE PILOT REPORTED TO ROCK SPRINGS FSS THAT HE WAS 20 MILES SOUTH AND WAS GIVEN CURRENT WEATHER AND RUNWAY IN USE. NO OTHER TRANSMISSIONS WERE RECEIVED. THE AIRCRAFT STRUCK A MOUNTAIN RIDGE AT APPROXIMATELY 8700 FT MSL. TO DATE THE PILOT DOES NOT RECALL ANY EVENTS OF THE FLIGHT NOR ANY DETAILS OF THE CRASH. THE PILOT WAS CERTIFICATED FOR PART 135 OPERATIONS IN LATE DECEMBER 1981 AND HAD FLOWN THE ROUTE ON TWO OTHER OCCASIONS.

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 TERRAIN/WATER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - SNOW
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (F) LIGHT CONDITION - NIGHT
5. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/26/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1275 hours (Total, all aircraft), 25 hours (Total, this make and model), 1145 hours (Pilot In Command, all aircraft), 198 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8178F
Model/Series:	PA-32 PA-32	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	32-8024016
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	62 Hours	Engines:	1 Reciprocating
Airframe Total Time:	957 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540-51AD
Registered Owner:	ALPINE AVIATION	Rated Power:	300 hp
Operator:	ALPINE AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RKS, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1855	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 0° C
Precipitation and Obscuration:			
Departure Point:	VERNAL, UT	Type of Flight Plan Filed:	VFR
Destination:	TERRY, MS	Type of Clearance:	None
Departure Time:	1810	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/01/1983
Additional Participating Persons:		
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](#).