



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ROCK SPRINGS, WY	<b>Accident Number:</b>	DEN82DA028
<b>Date &amp; Time:</b>	02/01/1982, 1845 MST	<b>Registration:</b>	N8178F
<b>Aircraft:</b>	PIPER PA-32	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8178F
<b>Model/Series:</b>	PA-32 PA-32	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ALPINE AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TIO-540-51AD
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	RKS, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Overcast / 2000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	13 knots / , 290°
<b>Temperature:</b>	18° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	VERNAL, UT	<b>Destination:</b>	TERRY, MS

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b> 02/01/1983
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .

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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.