



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Colorado Springs, CO	<b>Accident Number:</b>	GAA20CA014
<b>Date &amp; Time:</b>	10/15/2019, 1000 MDT	<b>Registration:</b>	N9708T
<b>Aircraft:</b>	Piper PA38	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, shortly after takeoff, the airplane drifted left of the runway heading. He attempted to correct, but the airplane continued to drift left, impacted a fence, and came to rest in a horse corral. The airplane sustained substantial damage to both wings and the fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's failure to maintain the runway heading while taking off with a gusting tailwind, which resulted in impact with a fence.

## Findings

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<b>Aircraft</b>	Heading/course - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Tailwind - Effect on operation (Cause) Gusts - Effect on operation (Cause)

## Factual Information

### History of Flight

Takeoff	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	04/02/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/19/2017
Flight Time:	(Estimated) 609.5 hours (Total, all aircraft), 607.4 hours (Total, this make and model), 569.5 hours (Pilot In Command, all aircraft), 55.6 hours (Last 90 days, all aircraft), 15.2 hours (Last 30 days, all aircraft), 4.9 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9708T
Model/Series:	PA38 112	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	38-78A0164
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/01/2019, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3463.8 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, aided in locating accident	Engine Model/Series:	O-235-C
Registered Owner:	Rock Springs Worship Center	Rated Power:	125 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KFLY, 6874 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1555 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	8°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Colorado Springs, CO (FLY)	Type of Flight Plan Filed:	VFR
Destination:	Saratoga, WY (SAA)	Type of Clearance:	None
Departure Time:	1000 MDT	Type of Airspace:	Class G

## Airport Information

Airport:	Meadow Lake (FLY)	Runway Surface Type:	Asphalt
Airport Elevation:	6877 ft	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	2074 ft / 35 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.942778, -104.570000 (est)

## Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	05/21/2020
Additional Participating Persons:	Robert M Hofer; FAA; Denver, CO		
Publish Date:	05/21/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100413">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100413</a>		

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.

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](#).