



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PAONIA, CO	<b>Accident Number:</b>	DEN84FA303
<b>Date &amp; Time:</b>	09/28/1984, 0830 MDT	<b>Registration:</b>	N7205L
<b>Aircraft:</b>	PIPER PA-31-310	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT WAS FLYING AT A VERY LOW ALT OVER MOUNTANOUS TERRAIN. AS THE ACFT APPROACHED A CREST OF A RIDGE THE ACFT STARTED TO BUFFET AND THEN ENCOUNTERED A DOWNSLOPE WIND CONDITION. THE COMBINATION OF APPROACHING A STALL AND ENCOUNTERING A DOWNDRAFT FORCED THE AIRCRAFT INTO TREES.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) OBJECT - TREE(S)
  2. (F) WEATHER CONDITION - DOWNDRAFT
  3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/06/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	25587 hours (Total, all aircraft), 1960 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7205L
<b>Model/Series:</b>	PA-31-310 PA-31-310	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	31-716
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	09/21/1984, Annual	<b>Certified Max Gross Wt.:</b>	6458 lbs
<b>Time Since Last Inspection:</b>	17 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	9321 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TURBO
<b>Registered Owner:</b>	AERO SERVICES CORPORATION	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	AERO SERVICES CORPORATION	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MTJ, 4959 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	0840 MDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 2° C
Precipitation and Obscuration:			
Departure Point:	GRAND JUNCTION, CO (GJT)	Type of Flight Plan Filed:	None
Destination:	PAONIA, CO	Type of Clearance:	None
Departure Time:	0728 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	A. C MCDONALD; BROOMFIELD, CO		
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 <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> .		

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](#).