



National Transportation Safety Board Aviation Accident Final Report

Location:	DENVER, CO	Accident Number:	DEN85FA214
Date & Time:	08/10/1985, 1947 MDT	Registration:	N3643R
Aircraft:	PIPER PA-60-600	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

PILOT IN COMMAND STATED THAT HE WAITED APRX 90 SECONDS AFTER A B-727 DEPARTED ON RWY 8R DUE TO POSSIBLE WAKE TURBULENCE. PLT CONTINUED TO STATE THAT HE USED A SHORT FIELD TAKEOFF PROCEDURE TO CLIMB ABOVE THE FLT PATH OF THE B-727. HE STATED THAT DURING CLIMBOUT N3643R BEGAN AN UNCOMMANDED ROLL TO THE LEFT AT APRX 600 FEET. THE PLT REGAINED ROLL CONTROL JUST PRIOR TO GROUND IMPACT. THE PIPER AEROSTAR IS CERTIFICATED WITHOUT A STALL WARNING DEVICE. THE WIND AT STAPLETON ARPT AT THE TIME N3643R TOOKOFF WAS 170 DEGREES AT 20 KTS WITH GUSTS TO 28 KTS. ACCORDING TO THE PLT OPERATING HANDBOOK, THE DEMONSTRATED CROSSWIND COMPONENT IS 15 KNTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (C) COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
3. (C) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (C) STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/07/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1529 hours (Total, all aircraft), 97 hours (Total, this make and model), 1347 hours (Pilot In Command, all aircraft), 259 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3643R
Model/Series:	PA-60-600 PA-60-600	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	600837816124
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/01/1986, Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1040 Hours	Engine Manufacturer:	AVCO LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1J5
Registered Owner:	OKLAHOMA JET INC.	Rated Power:	290 hp
Operator:	OKLAHOMA JET INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEN, 5333 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1952 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 11° C
Precipitation and Obscuration:			
Departure Point:	(DEN)	Type of Flight Plan Filed:	IFR
Destination:	CHANDLER, OK (HO1)	Type of Clearance:	IFR
Departure Time:	1947 MDT	Type of Airspace:	Class E

Airport Information

Airport:	STAPLETON INTN'T (DEN)	Runway Surface Type:	Concrete
Airport Elevation:	5333 ft	Runway Surface Condition:	Dry
Runway Used:	8R	IFR Approach:	None
Runway Length/Width:	10010 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	
Additional Participating Persons:	HERB STROH; AURORA, CO WALTER RENODY; VERO BEACH, FL DON WHEELER; BERO BEACH, FL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).