



Aviation Investigation Final Report

Location:	Englewood, Colorado	Accident Number:	CEN23LA032
Date & Time:	November 9, 2022, 10:48 Local	Registration:	N771RG
Aircraft:	MULHOLLAND ROBERT A VANS RV-7	Aircraft Damage:	Substantial
Defining Event:	Windshear or thunderstorm	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the initial climb following a takeoff from runway 10, the airplane encountered a wind shift that forced the airplane back to the ground and it departed the side of the runway. During the runway excursion, the airplane sustained substantial damage to the right wing. The pilot reported no pre-impact mechanical malfunctions or failures that would have precluded normal operation.

Before the pilot's departure another airplane reported windshear, a 15-20 knot gain on final for runway 35R. Low-level windshear advisories were in effect at the time of departure, and when cleared for takeoff, the controller reported the wind from 340° at 9 knots.

Probable Cause and Findings

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

An encounter with windshear during the initial climb after takeoff, which resulted in a loss of control. Contributing to the accident was the pilot's improper decision to takeoff with a tailwind.

Findings

Environmental issues	Windshear - Effect on operation
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Contributed to outcome

Factual Information

History of Flight

Initial climb	Windshear or thunderstorm (Defining event)
Initial climb	Loss of control in flight
Landing-flare/touchdown	Abnormal runway contact
Landing-flare/touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	72, 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:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	MULHOLLAND ROBERT A	Registration:	N771RG
Model/Series:	VANS RV-7	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	70746
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-B1A
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAPA, 5870 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	204°
Lowest Cloud Condition:	Few / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	12°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Englewood, CO	Type of Flight Plan Filed:	
Destination:		Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	CENTENNIAL APA	Runway Surface Type:	Asphalt
Airport Elevation:	5884 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 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:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.571064,-104.84161(est)

Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	Nelson Wolfmeier; FAA; Denver, CO
Original Publish Date:	March 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106271

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).