



Aviation Investigation Final Report

Location:	PEYTON, Colorado	Accident Number:	DEN87LA020
Date & Time:	November 15, 1986, 07:20 Local	Registration:	N3004N
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

NC3004N, REGISTERED TO THE PLT, GROUND LOOPED DURING TAKEOFF IN A RIGHT QUARTERING TAILWIND, WITH A CHECK PLT ABOARD. THE PLT SAID THAT UPON ROTATION HE ELECTED TO ABORT THE FLT.HE ABRUPTLY REDUCED THE POWER, THE ACFT SETTLED TO THE GROUND AND GROUND LOOPED. THE LEFT GEAR STRUCK A KNOLL AND COLLAPSED.

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 - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 23, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 150 hours (Total, this make and model), 258 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3004N
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13262
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 11, 1986 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4979 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-F12
Registered Owner:	ROBERT C. HEWITT	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 32 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PEYTON , CO (00V)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FALCON-MEADOW LAKE OOV	Runway Surface Type:	Asphalt
Airport Elevation:	6880 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4150 ft / 35 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	39.029453,-104.480026(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	GEORGE PECHAR; BROOMFIELD , CO
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17150

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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](#).