



Aviation Investigation Final Report

Location:	NORWOOD, Colorado	Accident Number:	DEN87LA150
Date & Time:	June 13, 1987, 09:00 Local	Registration:	N5836J
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS CIRCLING GND PSNL AT 300 TO 500 FT AGL, BANKING UP TO 60 DEG, WHEN THE ENG QUIT. AN ENG RESTART WAS SUCCESSFUL; HOWEVER, THE ACFT WAS TOO LOW TO RECOVER & IT COLLIDED WITH A FENCE. AFTER HITTING THE FENCE, THE ACFT CRASHED TO THE GND & WAS DAMAGED. A POST ACDNT ENG RUN & MAGNETO CHECK WERE NORMAL. AN EXAM OF THE ACFT DID NOT REVEAL ANY EVIDENCE OF A PRE-ACDNT FAILURE OR DEFICIENCY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. STARTING PROCEDURE - PERFORMED

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: OTHER

Findings

3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

5. (F) OBJECT - FENCE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	36, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 30, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	670 hours (Total, all aircraft), 125 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5836J
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18501805
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	January 1, 1986 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1380 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	RICK SEARS	Rated Power:	300 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	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTROSE , CO (MTJ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.129554,-108.290626(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	SCOTT CHRISTENSEN; SALT LAKE CITY , UT
Original Publish Date:	October 25, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17245

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).