



Aviation Investigation Final Report

Location:	PUEBLO, Colorado	Accident Number:	DEN88LA073
Date & Time:	January 31, 1988, 16:00 Local	Registration:	N9393H
Aircraft:	CESSNA 182R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE INSTRUMENT RATED PVT PLT WAS COMPLETING A PERSONAL IFR FLIGHT FROM TELLURIDE, COLORADO, TO COLORADO SPRINGS, COLORADO, WITH THREE PAX. THE DESTINATION WX WENT BELOW IFR MINIMUMS PRIOR TO THE FLIGHT'S ARRIVAL AND THE AIRCRAFT DIVERTED TO PUEBLO, COLORADO, FOR AN INSTRUMENT LANDING. WX WAS 300 OBSCURED, VISIBILITY 1 MILE, TEMPERATURE AND DEWPOINT 30 DEGREES, WIND 090 AT 5 KNOTS, RESTRICTIONS TO VISIBILITY WERE FOG AND SNOW. DURING THE APPROACH TO RNWY 8L, WINDSCREEN ICING OCCURRED AND ICE COULD BE SEEN ON THE AIRCRAFT SURFACES. AT FLARE FOR TOUCHDOWN, THE AIRCRAFT WAS SLOWED TO 70 KNOTS AT 5 FEET OF ALTITUDE AND STALLED. A HARD LANDING RESULTED, AND THE AIRCRAFT TAXIED TO PARKING. NO DAMAGE WAS VISIBLE AND THIS INCIDENT WAS UNREPORTED UNTIL A MECHANIC DISCOVERED FIREWALL DAMAGE DURING A HARD LANDING INSPECTION LATER.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. WEATHER CONDITION - SNOW

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) WING - ICE
6. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 11, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	462 hours (Total, all aircraft), 462 hours (Total, this make and model), 426 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9393H
Model/Series:	182R 182R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18267942
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 2, 1987 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	681 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	BRUCE M. WRIGHT	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C / -1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	TELLURIDE , CO (TEX)	Type of Flight Plan Filed:	IFR
Destination:	COLORADO SPRING, CO (COS)	Type of Clearance:	IFR
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PUEBLO PUB	Runway Surface Type:	Asphalt
Airport Elevation:	4726 ft msl	Runway Surface Condition:	Wet
Runway Used:	8L	IFR Approach:	ILS
Runway Length/Width:	10496 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	38.35987,-104.769165(est)

Administrative Information

Investigator In Charge (IIC): Collins, Robert

Additional Participating Persons: LOU MONGER; AURORA , CO

Original Publish Date: April 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17450>

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](#).