



Aviation Investigation Final Report

Location:	DURANGO, Colorado	Accident Number:	DEN89LA002
Date & Time:	October 1, 1988, 16:50 Local	Registration:	N4732F
Aircraft:	CESSNA TP206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PLT WAS PRACTICING LANDINGS IN HIS ACFT. DURING TAKEOFF GROUND RUN, WHILE MAKING A TOUCH AND GO LANDING, THE PLT REPORTED EXPERIENCING VIBRATIONS FROM BOTH MAIN GEAR AND HIS ACFT DEPARTED THE 5,000 X 50 FT RWY TO THE LEFT. THE PLANE TRAVELED 100 YDS, HIT A ROCK, AND NOSED OVER. A WITNESS REPORTED THAT THE ACFT APPEARED TO LAND HARDER THAN NORMAL. THE PLT SAID HE SUSPECTED THE RIGHT MAIN GEAR CAME LOOSE AT THE FUSELAGE ATTACHING POINT AND FORCED THE ACFT TO DEPART THE RWY. A POST ACCIDENT INSPECTION BY AN A & P MECHANIC WITH INSPECTION AUTHORIZATION, REVEALED DAMAGE TYPICAL OF THAT INCURRED DURING A LANDING ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

- 3. TOUCH-AND-GO - INITIATED
- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

- 5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	75, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 20, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1154 hours (Total, all aircraft), 720 hours (Total, this make and model), 1154 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4732F
Model/Series:	TP206B TP206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P-206-0332
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 1988 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2856 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-C
Registered Owner:	F. W. & BLANCHE BOYLE	Rated Power:	285 Horsepower
Operator:	BOYLE, FRANCIS W.	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	75 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5C00)	Type of Flight Plan Filed:	None
Destination:	(5C00)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ANIMAS AIR PARK 5C00	Runway Surface Type:	Asphalt
Airport Elevation:	6690 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.269481,-107.87915(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	BRENT ROBINSON; SALT LAKE CITY , UT
Original Publish Date:	November 7, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17620

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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](#).