



# Aviation Investigation Final Report

<b>Location:</b>	MONTROSE, Colorado	<b>Accident Number:</b>	DEN90LA102
<b>Date &amp; Time:</b>	April 28, 1990, 14:30 Local	<b>Registration:</b>	N7620V
<b>Aircraft:</b>	AERO COMMANDER CALLAIR A-9B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE PLT TOOK OFF ON RWY 30 WITH A WIND FROM 210 DEG AT 25 GUSTING 35 KTS. DURING LIFT-OFF, THE ACFT ENCOUNTERED GUSTS, ENTERED A RIGHT BANK & IMPACTED ON ITS RIGHT WING TIP & NOSE. IT THEN ROTATED & SLID BACKWARDS INTO A FENCE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT. THE ADVERSE WIND CONDITIONS WERE RELATED FACTORS.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 12, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2954 hours (Total, all aircraft), 100 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N7620V
<b>Model/Series:</b>	CALLAIR A-9B CALLAIR A-	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1348
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	August 4, 1989 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3200 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	CRAWFORD AVIATION, INC.	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MTJ ,5759 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Scattered / 7000 ft AGL	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots / 35 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CRAWFORD , CO (99V )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MONTROSE MTJ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5759 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8497 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.490108,-107.87017(est)

## Administrative Information

**Investigator In Charge (IIC):** Wiemeyer, Norman  
**Additional Participating Persons:** GIERHART; SALT LAKE CITY , UT

**Original Publish Date:** March 5, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=17925>

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