



# Aviation Investigation Final Report

<b>Location:</b>	ERIE, Colorado	<b>Accident Number:</b>	DEN90LA134
<b>Date &amp; Time:</b>	June 13, 1990, 15:50 Local	<b>Registration:</b>	N8389Q
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE ATP-RATED CHECK PILOT-IN-COMMAND WAS EVALUATING A COMMERCIAL PILOT FOR AIRCRAFT RENTAL AND INSURANCE PURPOSES. BOTH PILOTS WERE WELL EXPERIENCED IN THE AIRPLANE. THE COMMERCIAL PILOT LANDED THE AIRPLANE ON GRASS BETWEEN THE RUNWAY AND TAXIWAY. DURING THE ROLLOUT, THE LEFT MAIN LANDING GEAR STRUCK A LARGE ROCK AND SEPARATED FROM THE AIRPLANE. THE LEFT WING AND PROPELLER STRUCK THE GROUND, AND THE AIRPLANE SLID 300 FEET BEFORE TURNING 90 DEGREES TO THE LEFT AND COMING TO A HALT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT RECEIVING INSTRUCTION TO CHOOSE SUITABLE TERRAIN FOR THE LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE CFI'S INADEQUATE SUPERVISION.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - DUAL STUDENT
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. OBJECT - OTHER



## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 30, 1990
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4900 hours (Total, all aircraft), 500 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8389Q
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	18503678
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	GALLOWAY, DARYL, BENTON	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	90 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LONGMONT , CO (2V2 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	TRI-COUNTY 48V	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	5151 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5400 ft / 65 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	40.020374,-105.039634(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	STEVE SCULLY; DENVER , CO
<b>Original Publish Date:</b>	September 15, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=17951">https://data.ntsb.gov/Docket?ProjectID=17951</a>

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