



Aviation Investigation Final Report

Location:	MAYBELL, Colorado	Accident Number:	FTW94LA040
Date & Time:	November 30, 1993, 14:00 Local	Registration:	N6613N
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT SAID HE ENCOUNTERED ROUGH AIR WHILE ON FINAL APPROACH, 'ALMOST LIKE WIND SHEAR,' BUT HE WAS ABLE TO MAINTAIN CONTROL OF THE AIRPLANE. THE AIRPLANE TOUCHED DOWN, ROLLED A SHORT DISTANCE, THEN NOSED OVER. THE PILOT THEN DISCOVERED THE RUNWAY WAS COVERED WITH SEVEN TO EIGHT INCHES OF 'VERY WET, HEAVY, AND CRUSTY' SNOW.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASCERTAIN THE CONDITION OF THE LANDING AREA. THE SNOW COVERED CONDITION OF THE RUNWAY WAS A FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On November 30, 1993, at approximately 1400 mountain standard time, N6613N, a Cessna A185F, was substantially damaged during landing at a private airstrip, located about 33 miles west of Maybell, Colorado. The commercial pilot was not injured. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the business flight.

The following is based on information provided by the pilot in his Pilot/Operator report. During the initial part of the approach, the air was turbulent and as the aircraft was flared for landing, it encountered "rough air...almost like wind shear." He was able to maintain control and the airplane touched down on the runway. After a short landing roll, the airplane nosed over.

After the accident, the pilot discovered the runway was covered with seven to eight inches of "very wet, heavy, and crusty" snow. He wrote, "I figure the heavy snow was the main factor in causing the plane to flip over."

Pilot Information

Certificate:	Commercial	Age:	60, 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:	September 2, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4113 hours (Total, all aircraft), 1560 hours (Total, this make and model), 3680 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6613N
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-04312
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 11, 1993 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1627 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	TREECE, JACK M.	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:	Scattered	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRUITA , CO (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPLIT ROCK RANCH NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	6700 ft msl	Runway Surface Condition:	Snow
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 90 ft	VFR Approach/Landing:	Full stop

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:	40.669658,-108.50933(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	DAVID G PERRY; SALT LAKE CITY , UT
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18971

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