



Aviation Investigation Final Report

Location:	LEADVILLE, Colorado	Accident Number:	FTW98LA094
Date & Time:	January 10, 1998, 10:32 Local	Registration:	N5275X
Aircraft:	Champion 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing full stop landings on runway 16. The wind was from 150 degrees at 5 knots. During the last landing rollout, the wind direction changed to a quartering tailwind. The aircraft veered to the right side of runway 16, struck a snowbank, and nosed over. The vertical fin, propeller, rudder, left wing, and engine mount were damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the airplane. Factors were a sudden windshift from a headwind to a quartering tailwind, and the snowbank.

Findings

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

Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On January 10, 1998, at 1032 mountain standard time, a Champion 7KCAB (Citabria), N5275X, was substantially damaged during landing roll at Lake County Airport, Leadville, Colorado. The private pilot, the sole occupant in the airplane, was not injured. The airplane was owned and being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local personal flight which originated approximately 32 minutes before the accident. No flight plan had been filed.

According to the pilot's accident report, he was practicing full stop landings on runway 16. The winds were from 150 degrees at 5 knots. During the last landing rollout, the wind direction changed to a quartering tailwind. The pilot said the aircraft "drifted suddenly to the west [right] side of runway 16. A 2-3 foot snowbank was struck which stopped the aircraft, raising it over on its back."

Postaccident examination of the aircraft revealed that the vertical fin, propeller, rudder, left wing, and engine mount were damaged.

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	February 16, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	154 hours (Total, all aircraft), 32 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N5275X
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 1, 1997 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	BRADLEY V. DRY	Rated Power:	150 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:	LXV ,9927 ft msl	Distance from Accident Site:	
Observation Time:	08:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LXV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAKE COUNTY AIRPORT LXV	Runway Surface Type:	Asphalt
Airport Elevation:	9927 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6400 ft / 75 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:	39.239788,-106.289245(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	JOSEPH J JORDAN; DENVER , CO
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20515

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