



Aviation Investigation Final Report

Location:	WOODROW, Colorado	Accident Number:	DEN01LA101
Date & Time:	May 20, 2001, 18:00 Local	Registration:	N555CW
Aircraft:	GARRETT STARDUSTER TOO SA300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While on a cross-country flight, which had been preceded by a full weather brief by a flight service station, the non-instrument rated pilot flying a non-instrument certificated aircraft encountered rapidly deteriorating weather conditions in the form of freezing rain, snow, and deteriorating visibility. She elected to make a precautionary landing in an open field. The field was rough and uneven, and the aircraft nosed over during landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a precautionary landing on unsuitable terrain which was rough and uneven. Factors were deteriorating weather in the form of freezing rain, snow, and decreasing visibility.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - FREEZING RAIN
 2. (F) WEATHER CONDITION - SNOW
 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 4. WEATHER FORECAST - INFORMATION INSUFFICIENT - FAA(AIRWAYS FACILITY PERSONNEL)
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

- 5. (C) TERRAIN CONDITION - ROUGH/UNEVEN
- 6. (C) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On May 20, 2001, at 1800 mountain daylight time, a Garrett Starduster Too SA300, N555CW, sustained substantial damage during a precautionary landing near Woodrow, Colorado. The private pilot was not injured. Visual meteorological conditions were deteriorating and no flight plan was filed for this personal cross-country flight from Saint Francis, Kansas, to Watkins, Colorado. The flight was operating under Title 14 CFR Part 91 and departed Saint Francis at 1715.

According to the pilot, she received a weather briefing from Columbus Radio (Columbus Flight Service Station) prior to departure and at that time was apprised of the winds, but precipitation was not mentioned. When in the vicinity of Woodrow, the visibility deteriorated rapidly due to snow, and ice began to form on the wind screen. The pilot said she chose to make a precautionary landing in a field due to icing and instrument conditions. The field was rough and uneven, and the aircraft nosed over which resulted in damage to the right upper wing, propeller, main landing gear, tail wheel, rudder, and longeron.

The pilot was not instrument rated, the aircraft was not instrument certified, and had no de-icing or anti-icing equipment installed.

Pilot Information

Certificate:	Private	Age:	46, Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 13, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 16, 2000
Flight Time:	675 hours (Total, all aircraft), 500 hours (Total, this make and model), 612 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GARRETT	Registration:	N555CW
Model/Series:	STARDUSTER TOO SA300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1172
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 2000 Condition	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	20 Hrs	Engines:	Reciprocating
Airframe Total Time:	678 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	CHRISTINE A. WOLFF	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	AKO,4714 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	0.5 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	32 knots / 39 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	1°C / 0°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	SAINT FRANCIS, KS (SYF)	Type of Flight Plan Filed:	None
Destination:	WATKINS, CO (FTG)	Type of Clearance:	
Departure Time:		Type of Airspace:	

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:	39.980033,-103.580574(est)

Administrative Information

Investigator In Charge (IIC): Wiemeyer, Norman

Additional Participating Persons:

Original Publish Date: November 14, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=52315>

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