



Aviation Investigation Final Report

Location:	Evans, Colorado	Accident Number:	DEN02LA009
Date & Time:	November 10, 2001, 12:00 Local	Registration:	N6925
Aircraft:	Esbenshade Starduster Too SA300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he descended from 6,500 feet mean sea level for a "scenic flight" along the river (elevation 4,671 feet). He struck a wire and during the subsequent recovery attempt, he impacted several trees. All four wings were bent, the engine separated from its mounts, and the fuselage was wrinkled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance of the wires. A contributing factor was the trees the airplane struck while the pilot was attempting to regain aircraft control.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

On November 10, 2001, at approximately 1200 mountain standard time, an Esbenshade Starduster Too SA300 homebuilt airplane, N6925, was destroyed when it impacted a transmission wire, and subsequently struck several trees near Evans, Colorado. The private pilot and his passenger were not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight that originated approximately 20 minutes prior to the accident, and was en route to Boulder, Colorado. The pilot did not file a flight plan.

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Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 30, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 12, 2001
Flight Time:	425 hours (Total, all aircraft), 60 hours (Total, this make and model), 381 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Esbenshade	Registration:	N6925
Model/Series:	Starduster Too SA300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	E-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 1, 2001 Annual	Certified Max Gross Wt.:	1704 lbs
Time Since Last Inspection:	42 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	309 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A3A
Registered Owner:	Robert J. Bauer	Rated Power:	180
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GXY,4697 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	11°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Type of Flight Plan Filed:	None
Destination:	Boulder, CO (1V5)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.355834,-104.757774

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Greg Jones; Federal aviation Administration; Denver, CO
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53756

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).