



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Durango, Colorado	Accident Number:	DEN03LA118
Date & Time:	June 29, 2003, 15:30 Local	Registration:	N8264M
Aircraft:	Cessna 210K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said he was making a right-hand traffic pattern for landing on runway 01. The pilot said as he was coming in, his altitude was high. The pilot said, "I put on full flaps and [the] descent increased to the point [that] I decided to go around. The plane continued to descend and the stall horn started to sound." The pilot raised the flaps to 10 degrees and then bounced off the runway. The pilot said a crosswind turned his airplane toward a hangar. The pilot said he turned the airplane back toward the runway, but "it wouldn't fly and fell to the ground." An examination of the airplane revealed no anomalies. At the time of the accident, the winds recorded at the Durango-La Plata County Airport, 120 degrees at 7 miles from the accident site were 270 degrees at 18 knots, gusting to 21 knots. The density altitude was determined as 9,942 feet msl.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper in-flight planning/decision and his failure to maintain aircraft control. Factors contributing to the accident were the high altitude on base turn and final approach, the low airspeed, the pilot's improper use of flaps, the inadvertent stall, the pilot's failure to recover from the bounced landing, the gusting crosswinds, and the high density altitude.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) ALTITUDE - HIGH
3. (F) AIRSPEED - LOW
4. (F) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
5. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. (F) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
8. (F) WEATHER CONDITION - CROSSWIND
9. (F) WEATHER CONDITION - GUSTS
10. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. TERRAIN CONDITION - GROUND

Factual Information

On June 29, 2003, approximately 1530 mountain daylight time, a Cessna 210K, N8264M, piloted by a commercial pilot, was substantially damaged when it departed the right side of runway 01 (5,010 feet by 50 feet, dry asphalt) while landing at the Durango-Animas Air Park (00C), Durango, Colorado. Visual meteorological conditions prevailed at the time of the accident. The personal cross-country flight was being conducted on an instrument flight rules flight plan under the provisions of Title 14 CFR Part 91. The commercial pilot received minor injuries. The flight departed Grand Island, Nebraska, approximately 1200 central daylight time.

In his written statement, the pilot said he was making a right-hand traffic pattern for landing on runway 01. The pilot said as he was coming in, his altitude was high. The pilot said, "I put on full flaps and [the] descent increased to the point [that] I decided to go around. The plane continued to descend and the stall horn started to sound. I reduced [the] flaps to 10 deg[rees] and then bounced off [the] rw (runway) where a 90 degree crosswind turned the plane towards a hangar." The pilot said he turned the airplane back toward the runway, but "it wouldn't fly and fell to the ground."

An examination of the airplane showed substantial damage to the firewall, horizontal stabilizer, and right wing spar. Flight control continuity was confirmed. An examination of the engine, engine controls, and other airplane systems revealed no anomalies.

At the time of the accident, the winds recorded at the Durango-La Plata County Airport, 120 degrees at 7 miles from 00C, were 270 degrees at 18 knots, gusting to 21 knots. The density altitude was determined as 9,942 feet msl.

Pilot Information

Certificate:	Commercial	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 25, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 4, 2001
Flight Time:	2154 hours (Total, all aircraft), 30 hours (Total, this make and model), 2154 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8264M
Model/Series:	210K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21059264
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 6, 2002 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	87 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5588.1 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520L
Registered Owner:	William F. Brown Jr	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DRO,6685 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	31°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grand Island, NE (GRI)	Type of Flight Plan Filed:	IFR
Destination:	Durango, CO (00C)	Type of Clearance:	IFR
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Durango-Animas Air Park 5C00	Runway Surface Type:	Asphalt
Airport Elevation:	6684 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5010 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.150001,-107.75

Administrative Information

Investigator In Charge (IIC): Bowling, David

Additional Participating Persons: Paul Durrence; Federal Aviation Administration; Salt Lake City, UT

Original Publish Date: November 25, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=57381>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).