



# Aviation Investigation Final Report

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<b>Location:</b>	Peyton, Colorado	<b>Accident Number:</b>	DEN04LA081
<b>Date &amp; Time:</b>	May 26, 2004, 17:20 Local	<b>Registration:</b>	N4173Y
<b>Aircraft:</b>	Bellanca 7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, as he returned to Meadow Lake, he received weather conditions from the local Automated Surface Observing System (ASOS). ASOS reported winds from 250 degrees at 13 knots, gusting to 17 knots. The pilot decided to "attempt a landing." While on final approach for runway 33, the pilot noticed that his rate of descent had increased to approximately 1000 feet per minute. The pilot added engine power, and increased the airplane's angle of attack and bank, to compensate for the crosswind conditions. The pilot said that during the flare, the airplane "floated" and he had to fly at an "unsafe bank angle...to maintain [runway] centerline." The pilot decided to abort the landing and added full power for a go-around. The pilot said, at approximately 10 to 25 feet above the ground, a gust of wind struck the airplane and although he was not able to maintain runway centerline, the airplane "seemed to be controllable." The pilot said he was unable to maintain level flight and the airplane continued to drift to the right of the runway centerline. When he entered a 20 to 30 degree right bank to avoid some trees, the airplane's right wing struck the ground. The airplane cart wheeled several times causing substantial damage to the airplane's fuselage, wings, and empennage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate in-flight planning and decision making and his failure to maintain aircraft control during the landing flare which resulted in impact with terrain. Contributing factors include the pilot's failure to perform a go-around and the wind gust.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. (F) GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

On May 26, 2004, at approximately 1720 mountain daylight time, a Bellanca 7KCAB, N4173Y, was substantially damaged when it impacted terrain during landing at Meadow Lake Airport (00V), Peyton, Colorado. The private pilot sustained minor injuries and the passenger was not injured. Visual meteorological conditions prevailed at the time of the accident. The local personal flight was being conducted under provisions of Title 14 CFR Part 91 without a flight plan. The flight originated at approximately 1630.

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The pilot said, at approximately 10 to 25 feet above the ground, a gust of wind struck the airplane and although he was not able to maintain runway centerline, the airplane "seemed to be controllable." The pilot said he was unable to maintain level flight and the airplane continued to drift to the right of the runway centerline. When he entered a 20 to 30 degree right bank to avoid some trees, the airplane's right wing struck the ground. The airplane cart wheeled several times causing substantial damage to the airplane's fuselage, wings, and empennage.

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 18, 2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	November 15, 2003
<b>Flight Time:</b>	241 hours (Total, all aircraft), 28 hours (Total, this make and model), 141 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N4173Y
<b>Model/Series:</b>	7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	598-077
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 7, 2003 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	121.2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5743.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-E2D
<b>Registered Owner:</b>	Allen Short	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCOS,6184 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:54 Local	<b>Direction from Accident Site:</b>	215°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots / 27 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.75 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Peyton, CO (00V )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Peyton, CO (00V )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Meadow Lake 00V	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6874 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	38.740886,-105.169876(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	Jack McLaughlin; Federal Aviation Administration; Denver, CO
<b>Original Publish Date:</b>	September 29, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59386">https://data.nts.gov/Docket?ProjectID=59386</a>

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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](#).