



Aviation Investigation Final Report

Location:	Cortez, Colorado	Accident Number:	CEN11CA392
Date & Time:	June 14, 2011, 14:20 Local	Registration:	N6017J
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said he made three prior attempts to land but aborted each landing due to the gusty cross wind conditions. On the fourth attempt, the airplane "ballooned" during the landing flare and encountered a strong wind gust. The pilot was unable to maintain control and the airplane landed hard on the nose wheel. A review of photographs taken of the airplane immediately after the accident revealed that the nose wheel was pushed up and into the cockpit, which substantially damaged the firewall.

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 aircraft control while landing in gusty crosswind conditions.

Findings

Personnel issues	Incorrect action performance - Pilot
Aircraft	Pitch control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	150 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6017J
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S10169
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360-L2A
Registered Owner:	ONE SEVEN JULIET INC	Rated Power:	180 Horsepower
Operator:	Fly Corona	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CEZ, 5918 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	27°C / -3°C
Precipitation and Obscuration:			
Departure Point:	Bryce Canyon, UT	Type of Flight Plan Filed:	None
Destination:	Cortez, CO (CEZ)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Cortez Municipal CEZ	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	33	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	37.301666,-108.623611(est)

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	David Odekirk; FAA/FSDO; Salt Lake City, UT
Original Publish Date:	October 6, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=80778

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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](#).