



# Aviation Investigation Final Report

<b>Location:</b>	Wolcott, Colorado	<b>Accident Number:</b>	CEN13LA368
<b>Date &amp; Time:</b>	June 23, 2013, 08:11 Local	<b>Registration:</b>	N2726C
<b>Aircraft:</b>	NANCHANG CHINA CJ-6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Low altitude operation/event	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot flew his experimental, exhibition, high-performance airplane over friends' houses. One witness indicated the pilot flew the airplane low enough to be identified. The pilot performed a second flyby of the houses. Another witness indicated that the airplane subsequently flew south and then climbed in a counterclockwise rotation. The airplane then attempted to "go upside down" and fly to the west. It subsequently impacted terrain following the low-level acrobatic maneuver. Examination of the wreckage did not reveal any preimpact anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilots decision to perform an aerobatic maneuver at a low altitude from which he was unable to recover.

### Findings

<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	(general) - Not attained/maintained

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Low altitude operation/event (Defining event)
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On June 23, 2013, about 0811 mountain daylight time, an experimental exhibition Nanchang China CJ-6 airplane, N2726C, impacted terrain while maneuvering near Wolcott, Colorado. The private pilot and the pilot rated passenger were both fatally injured. The airplane sustained substantial fuselage damage. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Day visual flight rules (VFR) conditions prevailed for the flight, which did not operate on a VFR flight plan. The local flight originated from the Eagle County Regional Airport (EGE), near Eagle, Colorado, about 0757.

Witnesses, who lived near the accident site, stated that the pilot flew over their houses. One witness, who was a friend of the pilot, indicated the pilot flew the airplane low enough to be identified as the pilot. The pilot performed a second flyby of the houses. One witness indicated that the airplane subsequently flew south and then climbed in a counter clockwise rotation. The airplane attempted to "go upside down" and fly to the west. The airplane descended below the witness's line of sight. His wife call 911 and he ran to the accident site where he waited for first responders.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 3, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 18, 2013
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 120 hours (Total, this make and model), 5.4 hours (Last 90 days, all aircraft), 2.5 hours (Last 30 days, all aircraft)		

## Pilot-rated passenger Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

The pilot, age 70, held a Federal Aviation Administration (FAA) private pilot certificate with a single engine land airplane rating. A FAA third class medical certificate was issued to the pilot on August 30, 2012 with a restriction for near vision lenses. On the application for that medical certificate, he reported accumulating 1,180 hours total flight time with 15 hours accumulated in the previous six months. The pilot reported using Tamsulosin. The pilot recorded in his logbook that he had accumulated 1,200.1 hours of total flight time, 5.4 hours of flight time in the 90 days prior to the accident, 2.6 hours of flight time in the 30 days prior to the accident, and 120.1 hours of flight time in the CJ-6.

The pilot rated passenger, age 69, held a commercial pilot certificate with single and multi-engine land, and instrument airplane ratings. The passenger did not have a current medical certificate on file in FAA records.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NANCHANG CHINA	<b>Registration:</b>	N2726C
<b>Model/Series:</b>	CJ-6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1991	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	5232007
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 17, 2012 Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2697.18 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Russia
<b>ELT:</b>		<b>Engine Model/Series:</b>	M-14P
<b>Registered Owner:</b>	Pilot	<b>Rated Power:</b>	
<b>Operator:</b>	Pilot	<b>Operating Certificate(s) Held:</b>	None

N2726C was a Nanchang CJ-6 airplane with serial number 5232007. The airplane was manufactured in 1991. Airworthiness records show that the airplane's amended special airworthiness certificate in the experimental exhibition category and purpose was issued on November 16, 2010. Records also indicated that the airplane was equipped with a M-14P radial engine with serial number KR322012, which drove a model number B530TA propeller.

The last yearly condition inspection was conducted on June 17, 2012. A logbook endorsement indicated the airplane had accumulated 2,697.18 hours total time. At the time of that inspection, the engine had accumulated 62.8 hours total time in service.

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EGE,6547 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	07:50 Local	<b>Direction from Accident Site:</b>	220°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Eagle, CO (EGE )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Eagle, CO (EGE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:57 Local	<b>Type of Airspace:</b>	

At 0750, the recorded weather at EGE was: wind calm; visibility 10 statute miles; sky condition clear; temperature 11 degrees C; dew point -4 degrees C; altimeter 30.12 inches of mercury.

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	39.805557,-106.714447(est)

The airplane impacted terrain near the intersection of Horse Mountain Ranch Road and Elk

Ridge Road. A witness mark on the ground was consistent with the airplane initially impacting terrain and sliding about 100 feet. The airplane became airborne again and came to rest about 162 feet from its first impact point. A FAA inspector examined the wreckage. The inspector indicated that all components, which were possible to examine, had their control continuity confirmed and the airplane was confirmed to have fuel on board when the crash occurred.

## Medical and Pathological Information

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The Eagle County Coroner's Office arranged for an autopsy to be performed on the pilot. The cause of death was listed as multiple injuries.

The FAA Civil Aerospace Medical Institute (CAMI) prepared a Final Forensic Toxicology Accident Report on samples taken from the pilot. The report indicated:

Tamsulosin detected in Muscle

Tamsulosin detected in Liver

The FAA Forensic Toxicology's WebDrugs website description of Tamsulosin, in part, indicated it was an  $\alpha$ -selective alpha blocker used in the symptomatic treatment of benign prostatic hyperplasia.

The Eagle County Coroner's Office arranged for an autopsy to be performed on the pilot rated passenger. The cause of death was listed as multiple injuries.

The FAA CAMI prepared a Final Forensic Toxicology Accident Report on samples taken from the pilot rated passenger. The report stated that the samples sustained putrefaction and further indicated:

44 (mg/dL, mg/hg) Ethanol detected in Urine

28 (mg/dL, mg/hg) Ethanol detected in Muscle

25 (mg/dL, mg/hg) Ethanol detected in Brain

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Malinowski, Edward
<b>Additional Participating Persons:</b>	Brent Weckwerth; Federal Aviation Administration; Denver, CO
<b>Original Publish Date:</b>	June 2, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=87272">https://data.ntsb.gov/Docket?ProjectID=87272</a>

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](#).