



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	LA VETA, CO	<b>Accident Number:</b>	FTW94FA059
<b>Date &amp; Time:</b>	01/01/1994, 1224 MST	<b>Registration:</b>	N53049
<b>Aircraft:</b>	CESSNA 177RG	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 2 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## HISTORY OF FLIGHT

On January 1, 1994, approximately 1224 mountain standard time, a Cessna 177RG, N53049, was destroyed when it struck trees near the top of 9,380-foot La Veta Pass, about 11 miles northwest of La Veta, Colorado. The pilot and one passenger were seriously injured, two passengers received minor injuries, and another passenger was uninjured. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the personal flight.

The following is based on the Pilot/Operator report and a telephone interview with the pilot. According to the weather briefing he obtained prior to departure, only light to moderate turbulence around the Broomfield area was forecast. As the airplane passed Pueblo, Colorado, the Denver Automated Flight Service Station advised the pilot of "light chop" in the area. The flight was uneventful until they entered La Veta Pass at 8000 feet. Approaching the summit, they encountered turbulence and downdrafts. He said the airplane "couldn't generate any lift" and stalled. The airplane struck aspen trees and travelled approximately 100 feet on a magnetic heading of 265 degrees before coming to rest in an inverted attitude.

## METEOROLOGICAL INFORMATION

At 1220, a Beech 35 pilot, flying at 12,500 feet MSL, filed a pilot report (PIREP), in which he reported light turbulence and altocumulus standing lenticular clouds northwest of La Veta Pass. Ten minutes later, the pilot filed another PIREP, reporting occasional moderate turbulence and 1500 feet per minute up and downdrafts west of the pass. At 1259, the pilot filed a third PIREP, reporting extreme turbulence, and noted he was "almost

turned upside down" southeast of La Veta Pass in the Sangre de Cristos mountain range.

## ADDITIONAL INFORMATION

The wreckage was released to the owner's representative on January 2, 1994.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/02/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	205 hours (Total, all aircraft), 20 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N53049
<b>Model/Series:</b>	177RG 177RG	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	177RG1331
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/10/1993, Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	27 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5542 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-A1B6D
<b>Registered Owner:</b>	R&R AVIATION, INC.	<b>Rated Power:</b>	225 hp
<b>Operator:</b>	R&R AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	MILE HIGH FLIGHT TRAINING	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ALS, 7535 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1156 MST	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C / -13° C
Precipitation and Obscuration:			
Departure Point:	BROOMFIELD, CO (BJC)	Type of Flight Plan Filed:	None
Destination:	ALAMOSA, CO (ALS)	Type of Clearance:	VFR on top
Departure Time:	0930 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,
Additional Participating Persons:	THOMAS A SCIACCA; DENVER, CO
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .