



National Transportation Safety Board Aviation Accident Final Report

Location:	MEEKER, CO	Accident Number:	FTW94LA078
Date & Time:	02/01/1994, 1600 MST	Registration:	N111RR
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING LANDING ROLL, THE AIRCRAFT DEPARTED THE SIDE OF THE RUNWAY AND NOSED OVER. AT THE TIME OF THE ACCIDENT, WINDS WERE REPORTED AS CALM AND THE RUNWAY WAS DRY. EXAMINATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE BY THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT DURING LANDING ROLL.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOW COVERED

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On February 1, 1994, at 1600 mountain standard time, a Cessna 182P, N111RR, was substantially damaged during landing roll at Meeker, Colorado. The pilot and his passenger received no injuries. Visual meteorological conditions prevailed for this personal flight which departed Steamboat Springs, Colorado, at 1515.

According to a ground witness, the runway was dry and weather conditions were clear skies and calm winds, with a temperature of 9 degrees Fahrenheit.

The pilot stated that after touch down during the landing roll, the aircraft suddenly veered left, exited the left side of the runway into snow and nosed over.

Witness marks on the runway and in the adjacent snow drifted left and exited the runway into the snow, and continued approximately 150 yards parallel to the runway.

Examination of the aircraft landing gear structure, wheels, brakes, tires, and nose wheel steering by a certified mechanic provided no evidence of a preaccident failure or malfunction.

A review of the pilot's log provided additional information to that furnished in NTSB Form 6120.1/2. The pilot did all his training in the Steamboat Springs area and received his private certificate on June 14, 1993. He had accrued 11.6 hours in the accident aircraft. On September 30, 1993, he had a propeller strike during landing at Steamboat Springs, in this aircraft. A compilation of the pilot's experience is provided in this document.

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/17/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	76 hours (Total, all aircraft), 19 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N111RR
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	18261539
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/17/1993, 100 Hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6921 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	STEAMBOAT SKYLINK, INC.	Rated Power:	230 hp
Operator:	STEAMBOAT FLIGHT ACADEMY, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-13°C
Precipitation and Obscuration:			
Departure Point:	STEAMBOAT SP., CO (SBS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1515 MST	Type of Airspace:	Class G

Airport Information

Airport:	MEEKER (2V3)	Runway Surface Type:	Asphalt
Airport Elevation:	6390 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6500 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER,	Report Date:	11/14/1994
Additional Participating Persons:	GEORGE D CAWTHRA; SALT LAKE CITY, UT		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).