



National Transportation Safety Board Aviation Accident Data Summary

Location:	MEEKER, CO	Accident Number:	FTW94LA078
Date & Time:	02/01/1994, 1600 MST	Registration:	N111RR
Aircraft:	CESSNA 182P	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

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

Pilot Information

Certificate:	Private	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	STEAMBOAT FLIGHT ACADEMY, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-13 °C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	STEAMBOAT SP., CO (SBS)	Destination:	

Airport Information

Airport:	MEEKER (2V3)	Runway Surface Type:	Asphalt
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	6500 ft / 60 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER, Adopted Date: 11/14/1994

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.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.