



National Transportation Safety Board Aviation Accident Final Report

Location:	WALSENBURG, CO	Accident Number:	FTW96LA138
Date & Time:	03/02/1996, 1030 MST	Registration:	N6344B
Aircraft:	CESSNA 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

At the completion of a cross-country flight, the pilot made a normal landing. After touchdown, the aircraft swerved to the left and departed the side of the runway. As the aircraft departed the runway, the pilot elected to go around. After rolling across a grass area, the aircraft struck a fence and nosed over. Examination of the aircraft provided evidence that the left main tire was flat, and the valve stem was missing. Tire marks were found on the runway that were consistent with the track of the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to maintain directional control of the airplane after the left main tire went flat during the landing roll. The flat tire was a related factor.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR,TIRE - FAILURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

4. OBJECT - FENCE

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ABORTED

Factual Information

On March 2, 1996, at 1030 mountain standard time, a Cessna 182A, N6344B, nosed over during landing roll at Walsenburg, Colorado. The private pilot and passenger were not injured and the aircraft sustained substantial damage. Visual meteorological conditions prevailed for this personal flight conducted under Title 14 CFR Part 91 and a VFR flight plan was filed. The flight departed Edgewood, New Mexico, at 0830.

According to the pilot, a normal landing was made from a left base at the destination airport. On touch down, the aircraft veered left and control inputs provided no relief to the left swerve. As the aircraft departed the side of the runway, the pilot said he elected to go around and power was added. The aircraft rolled across a grass area, struck a barb wire fence and then entered an area covered with sage brush. The nose landing gear collapsed and the aircraft nosed over.

Examination of the aircraft by the pilot and an FAA inspector provided information that the left main tire was flat and the valve stem was missing. There was no observed damage to the left tire or rim.

Witness marks on the runway consisted of black scuff marks which departed the side of the runway into the grass area. The marks were consistent with the traced path of the aircraft.

Wind at the closest reporting station, 37 miles south of the accident site was from 320 degrees at 18 knots with gusts to 24 knots. Pilot reported wind at the accident site was 260 to 300 degrees estimated at 10 knots with minimal gusts.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/14/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	560 hours (Total, all aircraft), 425 hours (Total, this make and model), 503 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6344B
Model/Series:	182A 182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34244
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/13/1995, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4635 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	THAD J. & SUE ELLEN ENGLERT	Rated Power:	230 hp
Operator:	THAD J. ENGLERT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TAD, 5761 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	1135 MST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9° C / -14° C
Precipitation and Obscuration:			
Departure Point:	EDGEWOOD, NM (NM51)	Type of Flight Plan Filed:	VFR
Destination:	(4V1)	Type of Clearance:	VFR
Departure Time:	0830 MST	Type of Airspace:	Class G

Airport Information

Airport:	JOHNSON AIRPARK (4V1)	Runway Surface Type:	Asphalt
Airport Elevation:	6050 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4900 ft / 45 ft	VFR Approach/Landing:	Full Stop; 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:	05/17/1996
Additional Participating Persons:	GLEN WHITEFIELD; DENVER, CO		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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