



National Transportation Safety Board Aviation Accident Final Report

Location:	WATKINS, CO	Accident Number:	DEN91LA094
Date & Time:	07/01/1991, 1240 MDT	Registration:	N89900
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT HAD JUST BEEN RELEASED BY HIS INSTRUCTOR FOR HIS SECOND SUPERVISED SOLO FLIGHT. AFTER TAKEOFF, HE STAYED IN CLOSED TRAFFIC. ON HIS APPROACH TO LANDING, HE MISJUDGED HIS LANDING FLARE. WHEN HE ADDED POWER FOR A GO-AROUND, HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE WING STRUCK THE GROUND, THE AIRCRAFT CARTWHEELED, AND THEN CAME TO REST UPSIDE DOWN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. A FACTOR WAS THE PILOT MISJUDGING HIS FLARE.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - MISJUDGED - PILOT IN COMMAND
2. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	33, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/08/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	24 hours (Total, all aircraft), 24 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89900
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17276016
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-D2J
Registered Owner:	P.C. FLYERS	Rated Power:	160 hp
Operator:	P.C. FLYERS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	MESQ

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	70 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26 °C / 6 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 MDT	Type of Airspace:	

Airport Information

Airport:	FRONT RANGE (FTG)	Runway Surface Type:	Asphalt
Airport Elevation:	5486 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	03/24/1993
Additional Participating Persons:	HAROLD CHURCHMAN; 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/ .		

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](#).