



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WATKINS, CO	<b>Accident Number:</b>	DEN91LA094
<b>Date &amp; Time:</b>	07/01/1991, 1240 MDT	<b>Registration:</b>	N89900
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## 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

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  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - ABORTED

Findings  
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

Certificate:	Student	Age:	33
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	P.C. FLYERS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## 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:	7 knots / , 100°
Temperature:	26° C	Visibility	70 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	FRONT RANGE (FTG)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	8000 ft / 100 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): VERLIN B TRANTER

Adopted Date: 03/24/1993

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](mailto: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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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.