



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ASPEN, CO	<b>Accident Number:</b>	DEN91LA106
<b>Date &amp; Time:</b>	08/01/1991, 1355 MDT	<b>Registration:</b>	N9711X
<b>Aircraft:</b>	CESSNA 210B	<b>Injuries:</b>	2 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT DID NOT GET A LANDING GEAR DOWN AND LOCKED INDICATION AFTER BEING CLEARED TO LAND. DURING THE GO AROUND, THE PILOT ATTEMPTED TO TURN TO AVOID BUILDINGS AND THE AIRPLANE STALLED AND CRASHED INVERTED INTO A TREE. THERE WAS NO EVIDENCE OF HYDRAULIC FLUID LEAKAGE. FUNCTIONAL TESTING OF

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PILOT INDUCED INADVERTENT STALL. FACTORS WERE: THE PILOT'S FAILURE TO ASCERTAIN THE LANDING GEAR WAS DOWN AND LOCKED IN A TIMELY MANNER, A LOW (FLUID) LEVEL IN HYDRAULIC RESERVOIR, CAUSING THE HYDRAULIC PUMP TO FLUCTUATE (CAVITATE), AND THE PILOT'S ATTENTION BEING DIVERTED.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) GEAR DOWN AND LOCKED - NOT ATTAINED
2. (F) HYDRAULIC SYSTEM,RESERVOIR - LOW LEVEL
3. (F) HYDRAULIC SYSTEM,PUMP - FLUCTUATING
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. OBJECT - TREE(S)

## Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	602 hours (Total, all aircraft), 165 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9711X
Model/Series:	210B 210B	Engines:	1 Reciprocating
Operator:	MULLER, FRANCIS J.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470S-1B
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:	Broken / 6000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 350°
Temperature:	-18°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	MILFORD, UT (MLF)	Destination:	

## Airport Information

Airport:	ASPEN-PITKIN C. SARDY FIE (ASE)	Runway Surface Type:	Asphalt
Runway Used:	15	Runway Surface Condition:	Dry
Runway Length/Width:	7003 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 03/10/1993

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 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.