



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	DURANGO, CO	<b>Accident Number:</b>	DEN89LA002
<b>Date &amp; Time:</b>	10/01/1988, 1650 MDT	<b>Registration:</b>	N4732F
<b>Aircraft:</b>	CESSNA TP206B	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PRIVATE PLT WAS PRACTICING LANDINGS IN HIS ACFT. DURING TAKEOFF GROUND RUN, WHILE MAKING A TOUCH AND GO LANDING, THE PLT REPORTED EXPERIENCING VIBRATIONS FROM BOTH MAIN GEAR AND HIS ACFT DEPARTED THE 5,000 X 50 FT RWY TO THE LEFT. THE PLANE TRAVELED 100 YDS, HIT A ROCK, AND NOSED OVER. A WITNESS REPORTED THAT THE ACFT APPEARED TO LAND HARDER THAN NORMAL. THE PLT SAID HE SUSPECTED THE RIGHT MAIN GEAR CAME LOOSE AT THE FUSELAGE ATTACHING POINT AND FORCED THE ACFT TO DEPART THE RWY. A POST ACCIDENT INSPECTION BY AN A & P MECHANIC WITH INSPECTION AUTHORIZATION, REVEALED DAMAGE TYPICAL OF THAT INCURRED DURING A LANDING ACCIDENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING

### Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF

### Findings

3. TOUCH-AND-GO - INITIATED
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

### Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #4: NOSE OVER  
Phase of Operation: TAKEOFF

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1154 hours (Total, all aircraft), 720 hours (Total, this make and model), 1154 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4732F
<b>Model/Series:</b>	TP206B TP206B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BOYLE, FRANCIS W.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 200°
<b>Temperature:</b>		<b>Visibility</b>	75 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(5COO)	<b>Destination:</b>	(5COO)

## Airport Information

<b>Airport:</b>	ANIMAS AIR PARK (5COO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ROBERT B COLLINS

Adopted Date: 11/07/1989

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.