



National Transportation Safety Board

Aviation Accident Data Summary

Location:	TELLURIDE, CO	Accident Number:	DEN89LA150
Date & Time:	07/01/1989, 1130 MDT	Registration:	N7385Y
Aircraft:	CESSNA R182	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT RPRTD THAT AS HE WAS LANDING, THE AIRPLANE ENCOUNTERED A STRONG GUST OF WIND WHICH BLEW IT TO THE LEFT SIDE OF THE RWY. DENSITY ALTITUDE AT THE ARPT WAS 11,600 FT. THE PLT ATTEMPTED A GO-AROUND, BUT WAS UNABLE TO GET THE ACFT TO CLEAR OVER TREES. THE ACFT THEN CRASHED TO THE GROUND & CAME TO REST INVERTED WITH ITS TAIL & LEFT WING TORN OFF. THE FIXED BASE OPERATOR AT THE ARPT ESTIMATED THE WIND WAS FROM 240 DEG AT 7 KTS. THE ARPT DIRECTORY RECOMMENDED THAT LANDINGS BE MADE ON RWY 9 & TAKEOFFS BE MADE ON RWY 27 FOR NOISE ABATEMENT REASONS. LOCAL PILOTS RPRTD THAT SUDDEN STRONG GUSTS ARE OFTEN ENCOUNTERED DRG LANDINGS AT THIS ARPT. A PLT, WHO LANDED JUST AFTER THE ACDNT, ALSO ENCOUNTERED UNFAVORABLE WIND NEAR THE APCH END OF RWY 9.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT AND HIS FAILURE TO MAINTAIN RUNWAY ALIGNMENT. CONTRIBUTING FACTORS WERE WIND CONDITIONS, HIGH DENSITY ALTITUDE, AND TREES.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

5. GO-AROUND - INITIATED
6. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. (F) OBJECT - TREE(S)
9. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	200 hours (Total, all aircraft), 5 hours (Total, this make and model), 93 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7385Y
Model/Series:	R182 R182	Engines:	1 Reciprocating
Operator:	STRINGER, HENRY JERRY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-J3C5D
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:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 240°
Temperature:	24° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	TUCSON, AZ (TUS)	Destination:	(TEX)

Airport Information

Airport:	TELLURIDE REGIONAL (TEX)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	6900 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROBERT B COLLINS

Adopted Date: 04/19/1990

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.