



National Transportation Safety Board Aviation Accident Final Report

Location:	Eden, UT	Accident Number:	DEN01LA038
Date & Time:	01/04/2001, 1500 MST	Registration:	N26HV
Aircraft:	Aviat A-1A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was planning to practice landings on a snow covered field near his home. He said there was 2 to 3 inches of snow at his house, but he did not check the snow conditions in the field before the flight. The pilot said he was flying low over the field, dragging one tire in the snow. The crust covering the snow broke, and the tire was pulled into the snow. The airplane nosed over to the inverted position.

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 aircraft control during a landing attempt. A contributing factor was his failure to check the snow conditions in the field before the flight.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - SNOW COVERED

Factual Information

On January 4, 2001, at approximately 1500 mountain standard time, an Aviat A-1A, N26HV, was substantially damaged while attempting a landing on a snow covered alfalfa field near Eden, Utah. The airline transport pilot, the sole occupant in the airplane, was not injured. The owner/pilot was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country personal flight that originated from Ogden, Utah, approximately 30 minutes before the accident. The pilot had not filed a flight plan.

The pilot said that he departed Ogden to practice landings on a snow covered alfalfa field near his home. He said that the snow at his home was 2 to 3 inches deep; however he did not check the snow conditions in the field before the flight. The pilot said he was flying low over the field, "dragging one tire [tundra tire] in the snow." He said that the snow had a crust on it, and when the tire broke through the crust, it got "pulled down" into the snow. The airplane subsequently nosed over onto its back. The left wing spar, the two wing struts, and the rudder were bent.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer; Military	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/22/2000
Occupational Pilot:		Last Flight Review or Equivalent:	08/30/2000
Flight Time:	13000 hours (Total, all aircraft), 100 hours (Total, this make and model), 176 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N26HV
Model/Series:	A-1A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1410
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/15/2001, Annual	Certified Max Gross Wt.:	1890 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	A Bar V Cattle & Commerce Corp.	Rated Power:	180 hp
Operator:	A Bar V Cattle & Commerce Corp.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OGD, 4470 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1453 MST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	2°C / -8°C
Precipitation and Obscuration:			
Departure Point:	Ogden, UT (OGD)	Type of Flight Plan Filed:	None
Destination:	Eden, UT (NONE)	Type of Clearance:	None
Departure Time:	1430 MST	Type of Airspace:	Class G

Airport Information

Airport:	Farm Field (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	5000 ft	Runway Surface Condition:	Snow-crusting
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2800 ft / 100 ft	VFR Approach/Landing:	Unknown

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:	41.300278, -111.816944

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	02/20/2002
Additional Participating Persons:	David J Rodda; Salt Lake City, UT		
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/ .		

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