



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	Englewood, CO	<b>Accident Number:</b>	DEN03LA117
<b>Date &amp; Time:</b>	07/01/2003, 1317 MDT	<b>Registration:</b>	N2686W
<b>Aircraft:</b>	Mooney M20C	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot said he received instructions to land on runway 28. The pilot set up for a right downwind, base turn, and final approach. The pilot reported, "On final, I had to crab about 20 degrees to the right and lineup for touchdown." The pilot said that in the flare, he transitioned to a slip, and touched down. The pilot said that just after touchdown, a wind gust picked his airplane up about 10 feet off the runway and rolled the airplane into a 20 degree left bank. The pilot said he attempted to go around, but was unable to level the wings or climb. The pilot said the wind blew his airplane off of the runway. About 35 feet left of the runway's edge, the airplane's left wing struck the terrain and the airplane "cartwheeled." An examination of the airplane revealed no anomalies. Reported winds at the time of the accident were 060 degrees at 6 knots, gusting to 30 knots. A peak wind of 360 degrees at 30 knots was recorded 1 minute after the accident time. Density altitude was 9,152 feet msl.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain aircraft control during landing. Factors contributing to the accident were the gusting crosswinds and the high density altitude.

## Findings

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

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. GO-AROUND - NOT SUCCESSFUL - PILOT IN COMMAND

-----  
Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

6. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	254 hours (Total, all aircraft), 95 hours (Total, this make and model), 139 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N2686W
<b>Model/Series:</b>	M20C	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	James Brian Voss	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A
<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>	APA, 5883 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 18000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / 30 knots, 60°
<b>Temperature:</b>	32° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Mason City, IA (MCW)	<b>Destination:</b>	Englewood, CO (APA)

## Airport Information

<b>Airport:</b>	Centennial Airport (APA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4903 ft / 62 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	39.567222, -104.850000		

## Administrative Information

Investigator In Charge (IIC): David C Bowling

Adopted Date: 11/25/2003

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/>.

---

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.