



National Transportation Safety Board Aviation Accident Final Report

Location:	Greeley, CO	Accident Number:	DEN04LA144
Date & Time:	09/02/2004, 0900 MDT	Registration:	N6XJ
Aircraft:	Aviat A-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he had just touched down short of his intended landing site and was rolling out when the nose wheel became stuck in the sand. The airplane nosed over and came to rest inverted near the river causing substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper in-flight decision to land on an unimproved surface and the pilot's failure to maintain aircraft control. Contributing to the accident was the soft landing surface.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SOFT
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

On September 2, 2004, at approximately 0900 mountain daylight time, an Aviat A-1, N6XJ, piloted by a private pilot, was substantially damaged when it nosed over during a landing 12 miles southeast of Greeley, Colorado, along the Platte River. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The pilot reported no injuries. The cross-country flight originated from Longmont, Colorado, at approximately 0800.

According to the accident report submitted by the pilot, he had touched down short of his intended landing site and was rolling out when the nose wheel became stuck in the sand. The pilot stated that the landing surface was a "private unimproved site." The airplane nosed over and came to rest inverted near the river. Both wing struts were bent, three ribs in the right wing were crushed and the rudder fin and vertical stabilizer were crushed.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/14/2004
Occupational Pilot:		Last Flight Review or Equivalent:	05/26/2004
Flight Time:	304 hours (Total, all aircraft), 235 hours (Total, this make and model), 285 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N6XJ
Model/Series:	A-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1386
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	03/20/2004, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	527 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1P
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GXY, 4697 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0855 MDT	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	16° C / 9° C
Precipitation and Obscuration:			
Departure Point:	LONGMONT, CO (2V2)	Type of Flight Plan Filed:	None
Destination:	Greeley, CO (GXY)	Type of Clearance:	None
Departure Time:	0800 MDT	Type of Airspace:	Class G

Airport Information

Airport:	Private Strip	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Soft
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop; Straight-in

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:	40.350000, -104.408333

Administrative Information

Investigator In Charge (IIC):	David C Bowling	Report Date:	01/24/2005
Additional Participating Persons:	Eric Horstmeyer; FAA Flight Standards District Office; Denver, CO		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).