



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Greeley, CO	<b>Accident Number:</b>	DEN04LA144
<b>Date &amp; Time:</b>	09/02/2004, 0900 MDT	<b>Registration:</b>	N6XJ
<b>Aircraft:</b>	Aviat A-1	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<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>	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

<b>Aircraft Make:</b>	Aviat	<b>Registration:</b>	N6XJ
<b>Model/Series:</b>	A-1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A1P
<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>	GXY, 4697 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 220°
<b>Temperature:</b>	16° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LONGMONT, CO (2V2)	<b>Destination:</b>	Greeley, CO (GXY)

## Airport Information

<b>Airport:</b>	Private Strip	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	Soft
<b>Runway Length/Width:</b>			

## 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>	40.350000, -104.408333		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	David C Bowling	<b>Adopted Date:</b>	01/24/2005
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.