



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Alamogordo, NM	<b>Accident Number:</b>	DEN06CA031
<b>Date &amp; Time:</b>	01/02/2006, 1015 MST	<b>Registration:</b>	N37814
<b>Aircraft:</b>	Culver Cadet LCA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that after takeoff from runway 31, the airplane climbed to approximately 75 feet above ground level and encountered a downdraft. The airplane impacted the runway causing substantial damage. An examination of the airplane's systems revealed no anomalies. Prior to departure, the pilot estimated the wind as 280 degrees at 15 knots. After the accident, a hand held wind meter recorded the winds at 8 knots, gusting to 18 knots.

## 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 the departure climb. Contributing factors included the gusty winds and the downdraft.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

### Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	11/01/2005
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	09/01/2005
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 67 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 138 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Culver	<b>Registration:</b>	N37814
<b>Model/Series:</b>	Cadet LCA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	323
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	1305 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	895 Hours at time of accident	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	4AC-199-E3
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	90 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ALM, 4200 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1511 MST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	13°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Timberon Airf., NM (52NM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1015 MST	Type of Airspace:	

## Airport Information

Airport:	Timberon Airport (52NM)	Runway Surface Type:	Gravel
Airport Elevation:	6940 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	32.641667, -105.708333

## Administrative Information

Investigator In Charge (IIC):	Jennifer S Kaiser	Report Date:	04/25/2006
Additional Participating Persons:	Jim Malecha; FAA Flight Standards District Office; Albuquerque, NM		
Publish Date:	01/25/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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](#).