



National Transportation Safety Board Aviation Accident Final Report

Location:	Hudson, CO	Accident Number:	DEN06LA055
Date & Time:	04/01/2006, 1625 MST	Registration:	N924LB
Aircraft:	McLaughlin Rans S-7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot there was no intention to land. He stated that he had no recollection after turning final, but did recall "radical maneuvering to avoid hitting" the tank. According to the statement submitted by the pilot-rated passenger, the airplane touched down and the pilot "had trouble with directional control." The passenger stated that the pilot added power, became airborne, and struck the tank, resulting in substantial damage. An examination of the airplane's systems revealed no anomalies. The routine aviation weather report reported, wind 340 degrees at 21 knots, gusting to 27 knots; with peak wind recorded at 29 minutes past the hour at 230 degrees at 29 knots. According to the FAA, the pilot did not hold a tailwheel endorsement.

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 control of the airplane during an attempted landing. Contributing factors include the pilot's improper in-flight planning and decision making, the pilot's lack of experience in tailwheel airplanes, the pilot's lack of a tailwheel endorsement, and the gusty winds.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (F) LACK OF CERTIFICATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

6. OBJECT - OTHER

Factual Information

On April 1, 2006, at 1625 mountain standard time, a McLaughlin Rans S-7, N924LB, piloted by an airline transport pilot, was substantially damaged when it impacted an oil tank while landing at Platte Valley Airpark (18V), Hudson, Colorado. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. The pilot sustained minor injuries and the pilot-rated passenger sustained serious injuries. The local flight departed approximately 1600.

According to the emergency response personnel, the pilot stated they were attempting to land on runway 33 (4,100 feet x 40 feet, asphalt) when the airplane impacted the oil tank on the left side of the runway. Both the pilot and private pilot-rated passenger submitted a Pilot/Operator Aircraft Accident Report Form (NTSB Form 6120.1/2). According to the pilot's statement, the purpose of the flight was to introduce the pilot to the make and model of the airplane. There was no intention to land. He stated that he had no recollection after turning final for runway 33, but did recall "radical maneuvering to avoid hitting" the tank. According to the statement submitted by the pilot-rated passenger, the airplane touched down and the pilot "had trouble with directional control." The passenger stated that the pilot added power, became airborne, and struck the tank.

The right wing separated from the airplane, and the right horizontal stabilizer was bent up and wrinkled. An examination of the airplane's systems, conducted by an Airworthiness Inspector with the Federal Aviation Administration (FAA), revealed no anomalies.

The closest official weather observation station was Denver International Airport (DEN), Denver, Colorado, located 14 nautical miles south of the accident site. The routine aviation weather report (METAR) for DEN, issued at 1653, reported, wind 340 degrees at 21 knots, gusting to 27 knots; visibility 10 statute miles, light rain; sky condition, broken 6,000 feet agl, broken, 8,000 feet agl, broken, 12,000 feet agl; temperature 13 degrees Celsius (C); dewpoint, 01 degrees C; altimeter, 29.97 inches; remarks, peak wind recorded at 29 minutes past the hour at 230 degrees at 29 knots.

According to the FAA, the pilot did not hold a tailwheel endorsement. According to CFR Part 61.31(h) 2 (i) "Additional training required for operating tailwheel airplanes. (1) Except as provided in paragraph (i)(2) of this section, no person may act as pilot in command of a tailwheel airplane unless that person has received and logged flight training from an authorized instructor in a tailwheel airplane and received an endorsement in the person's logbook from an authorized instructor who found the person proficient in the operation of a tailwheel airplane." In addition, according to CFR Part 61.57 (a) "...no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and ... (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and, if the aircraft to be flown is an airplane with a tailwheel, the takeoffs and landings must have been made to a full stop in an airplane with a tailwheel."

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	12/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	11/01/2005
Flight Time:	25000 hours (Total, all aircraft), 0 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	McLaughlin	Registration:	N924LB
Model/Series:	Rans S-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	RJM-2
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/01/2005, Continuous Airworthiness	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	29 Hours	Engines:	1 Reciprocating
Airframe Total Time:	768 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912SKL
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DEN, 5431 ft msl	Observation Time:	1653 MST
Distance from Accident Site:	14 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	180°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Broken / 6000 ft agl	Temperature/Dew Point:	13°C / 1°C
Lowest Ceiling:	Broken / 6000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	21 knots/ 27 knots, 340°	Visibility (RVR):	
Altimeter Setting:	29.79 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Light - Rain		
Departure Point:	Hudson, CO (18V)	Type of Flight Plan Filed:	None
Destination:	Hudson, CO (18V)	Type of Clearance:	None
Departure Time:	1600 MST	Type of Airspace:	

Airport Information

Airport:	Platte Valley Airpark (18V)	Runway Surface Type:	Asphalt
Airport Elevation:	4965 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4100 ft / 40 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious		

Administrative Information

Investigator In Charge (IIC):	Jennifer S Kaiser	Adopted Date:	08/29/2006
Additional Participating Persons:	Michele Wallentine; 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 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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