



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hudson, CO	Accident Number:	DEN06LA055
Date & Time:	04/01/2006, 1625 MST	Registration:	N924LB
Aircraft:	McLaughlin Rans S-7	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

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
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

6. OBJECT - OTHER

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	69
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Rotax
Air Carrier Operating Certificate:	None	Engine Model/Series:	912SKL
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DEN, 5431 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 6000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	21 knots/ 27 knots, 340°
Temperature:	13°C / 1°C	Visibility	10 Miles
Precipitation and Obscuration:	Light - Rain		
Departure Point:	Hudson, CO (18V)	Destination:	Hudson, CO (18V)

Airport Information

Airport:	Platte Valley Airpark (18V)	Runway Surface Type:	Asphalt
Runway Used:	33	Runway Surface Condition:	Dry
Runway Length/Width:	4100 ft / 40 ft		

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

Administrative Information

Investigator In Charge (IIC): Jennifer S Kaiser

Adopted Date: 08/29/2006

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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