



National Transportation Safety Board Aviation Accident Final Report

Location:	Boulder, CO	Accident Number:	DEN08CA023
Date & Time:	11/02/2007, 1345 MDT	Registration:	N4635F
Aircraft:	Cessna TP206A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was returning to the airport after releasing some skydivers. He was following a training airplane in the traffic pattern and was gaining on it, so he decided to extend his downwind leg. On final approach to runway 08, his airplane was still gaining on the other airplane. The pilot reduced power and raised the nose to reduce airspeed to 85 mph. The airplane was "low and slow" as he passed over a lake, so he added power but not soon enough. The airplane touched down on the sandy shore of the lake short of the runway. The nose gear was torn off and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of altitude. Contributing factors in this accident were the pilot's intentional low airspeed, his failure to execute a go-around, and the soft terrain.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) AIRSPEED - REDUCED - PILOT IN COMMAND
2. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial; Student	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	07/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	938 hours (Total, all aircraft), 623 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4635F
Model/Series:	TP206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P206-235
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	9896 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	TSIO-520
Registered Owner:	Front Range Skydivers, Inc.	Rated Power:	
Operator:	Front Range Skydivers, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BJC	Distance from Accident Site:	
Observation Time:	1348	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.33 inches Hg	Temperature/Dew Point:	9°C / -7°C
Precipitation and Obscuration:			
Departure Point:	Boulder, CO (1V5)	Type of Flight Plan Filed:	None
Destination:	(1V5)	Type of Clearance:	VFR
Departure Time:	MDT	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.039444, -105.225833

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Report Date:	12/20/2007
Additional Participating Persons:	Steve Carsten; Denver, Colorado		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).