



National Transportation Safety Board Aviation Accident Final Report

Location:	LOVELAND, CO	Accident Number:	FTW96LA057
Date & Time:	11/30/1995, 1330 MST	Registration:	N8603A
Aircraft:	BEECH D18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT-OWNER/OPERATOR, WHO WAS SEATED IN THE RIGHT SEAT, SAID THE LEFT SEAT PILOT MADE THE APPROACH TO RUNWAY 15. THE WIND WAS REPORTED AS BEING FROM THE SOUTHWEST AT 20 KNOTS WITH NO REFERENCE TO GUSTS. HE SAID THE PILOT ALIGNED THE AIRPLANE 40 FEET LEFT OF RUNWAY CENTERLINE AND FAILED TO FLARE. THE AIRPLANE CONTACTED THE RUNWAY, BOUNCED BACK INTO THE AIR WITH THE RIGHT WING HIGH, AND BEGAN DRIFTING TO THE LEFT. THE RIGHT SEAT PILOT TOOK CONTROL, FIRST TRYING TO LOWER THE WING THEN ATTEMPTING TO ABORT THE LANDING. THE AIRPLANE STRUCK THE GROUND AND CARTWHEELED. THE LEFT SEAT PILOT SAID HE WAS 'RECEIVING TRAINING' FROM THE PILOT-OWNER AND WAS 'NOT AT THE CONTROLS' AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE SECOND PILOT'S FAILURE TO COMPENSATE FOR WIND CONDITIONS AND HIS IMPROPER RECOVERY FROM A BOUNCED LANDING, AND THE PILOT-IN-COMMAND'S INADEQUATE SUPERVISION OF THE FLIGHT. FACTORS WERE THE SECOND PILOT'S LACK OF LANDING EXPERIENCE IN THE AIRPLANE MAKE/MODEL, AND THE GUSTY CROSSWIND CONDITIONS.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - COPILOT/SECOND PILOT
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - COPILOT/SECOND PILOT
5. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - COPILOT/SECOND PILOT
6. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Factual Information

On November 30, 1995, approximately 1330 mountain standard time, a Beech D18S, N8603A, was substantially damaged when it collided with terrain during landing at Loveland, Colorado. The commercial pilot-in-command was seriously injured, and the commercial rated-second pilot and a pilot rated-passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under Title 14 CFR Part 91 that originated at Fort Collins, Colorado, on November 30, 1995, approximately 1320.

The following is based on the Pilot/Operator Report submitted by the pilot-owner/operator, who was seated in the right seat. He said the pilot in the left seat flew the airplane from Fort Collins-Downtown Airpark to Fort Collins-Loveland Airport without incident. The wind was reported to be from the southwest at 20 knots with no reference to gusts. An approach to runway 15 was made in stable air with a right crosswind correction. The airplane was aligned approximately 40 feet left of runway centerline. The pilot failed to flare for landing, and the airplane contacted the runway and bounced back into the air with the right wing high. The airplane began to drift to the left. The pilot did not correct and the pilot-owner tried to lower the wing. A wind gust caused the airplane to drift further left of centerline. The pilot-owner then attempted to abort the landing and applied full power. The airplane collided with the ground and cartwheeled. Both engines were sheared off and the nose was crushed. The right propeller struck and penetrated the cabin roof above the right pilot's seat.

The following is based on the Pilot/Operator Aircraft Accident Report submitted by the second pilot. He said he was "receiving training" from the pilot-owner, and was "not at the controls" at the time of the accident. Of the number of hours he has logged in the Beech 18 or C-45, less than two hours were spent in landing practice.

Airport personnel said that when the pilot made his initial radio call, they told him the winds were from 270 degrees at 20 knots and gusting to 28 knots. A flight instructor who witnessed the accident said the landing on runway 15 appeared normal. The right wing suddenly came up and the left wing scraped the ground, spinning the airplane around in the median between the runway and the taxiway. The Colorado State Patrol reported that at the time of the accident, one of its officers was investigating an accident involving a "high profile" vehicle (tractor trailer) that had been blown over by the high winds. The accident was on Interstate Highway 25, just south of the airport.

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/06/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7000 hours (Total, all aircraft), 800 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8603A
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	A-557
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/10/1995, Annual	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	11281 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-985-AN14B
Registered Owner:	SKYDIVE ASSETS, INC.	Rated Power:	450 hp
Operator:	SKYDIVE ASSETS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNL, 5016 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1415 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	24 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / -4° C
Precipitation and Obscuration:			
Departure Point:	FORT COLLINS, CO (3V5)	Type of Flight Plan Filed:	None
Destination:	(FNL)	Type of Clearance:	None
Departure Time:	1320 MST	Type of Airspace:	Class E

Airport Information

Airport:	FORT COLLINS-LOVELAND MUN (FNL)	Runway Surface Type:	Asphalt
Airport Elevation:	5016 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	8500 ft / 100 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	02/14/1996
Additional Participating Persons:	JEFFREY H GRAVES; 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/ .		

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](#).