



# National Transportation Safety Board Aviation Accident Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | DENVER, CO                           | <b>Accident Number:</b> | DEN87LA106  |
| <b>Date &amp; Time:</b>        | 04/19/1987, 1848 MDT                 | <b>Registration:</b>    | N20DA       |
| <b>Aircraft:</b>               | Short Brothers SC7                   | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 Minor     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Business |                         |             |

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## Analysis

THE PLT SAID THAT HE MADE A NORMAL CROSSWIND LANDING ON RWY 26L AT STAPLETON INTERNATIONAL ARPT, DENVER, COLORADO. AFTER LEAVING THE RWY AND TAXIING PARALLEL TO THE RWY HE OBSERVED THE WIND INCREASING IN VELOCITY. HE STOPPED THE ACFT BUT A STRONG GUST OF WIND FLIPPED THE ACFT OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: TAXI - FROM LANDING

### Findings

1. (C) WEATHER CONDITION - HIGH WIND
2. (C) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 36, Male                   |
| <b>Airplane Rating(s):</b>       | 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>     | None   | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.   | <b>Last Medical Exam:</b>                | 10/27/1986                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 8000 hours (Total, all aircraft), 140 hours (Total, this make and model), 135 hours (Last 90 days, all aircraft) |  |                            |

### Aircraft and Owner/Operator Information

|                                      |                          |   |                          |
|--------------------------------------|--------------------------|---|--------------------------|
| <b>Aircraft Manufacturer:</b>        | Short Brothers           | <b>Registration:</b>                      | N20DA                    |
| <b>Model/Series:</b>                 | SC7 SC7                  | <b>Aircraft Category:</b>                 | Airplane                 |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                     | No                       |
| <b>Airworthiness Certificate:</b>    | Restricted               | <b>Serial Number:</b>                     | SH 1843                  |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                             | 2                        |
| <b>Date/Type of Last Inspection:</b> | 04/18/1987, 100 Hour     | <b>Certified Max Gross Wt.:</b>           | 12300 lbs                |
| <b>Time Since Last Inspection:</b>   | 6 Hours                  | <b>Engines:</b>                           | 2 Turbo Prop             |
| <b>Airframe Total Time:</b>          | 13712 Hours              | <b>Engine Manufacturer:</b>               | GARRETT                  |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>               | TPE331-2-201A            |
| <b>Registered Owner:</b>             | JOHN SHELLY              | <b>Rated Power:</b>                       | 715 hp                   |
| <b>Operator:</b>                     | CAPITOL AVIATION, INC.   | <b>Air Carrier Operating Certificate:</b> | On-demand Air Taxi (135) |
| <b>Operator Does Business As:</b>    | AIR CARGO CARRIERS       | <b>Operator Designator Code:</b>          | DATA                     |

## Meteorological Information and Flight Plan

|                                  |                          |                               |               |
|----------------------------------|--------------------------|-------------------------------|---------------|
| Conditions at Accident Site:     | Visual Conditions        | Condition of Light:           | Day           |
| Observation Facility, Elevation: | DEN, 5333 ft msl         | Observation Time:             | 1847 MDT      |
| Distance from Accident Site:     | 0 Nautical Miles         | Direction from Accident Site: | 0°            |
| Lowest Cloud Condition:          | Unknown / 0 ft agl       | Temperature/Dew Point:        | 21 °C / -7 °C |
| Lowest Ceiling:                  | Unknown / 0 ft agl       | Visibility                    | 20 Miles      |
| Wind Speed/Gusts, Direction:     | 28 knots/ 47 knots, 250° | Visibility (RVR):             | 0 ft          |
| Altimeter Setting:               | 29 inches Hg             | Visibility (RVV):             | 0 Miles       |
| Precipitation and Obscuration:   |                          |                               |               |
| Departure Point:                 | MILWAUKEE, WI (MEK)      | Type of Flight Plan Filed:    | None          |
| Destination:                     |                          | Type of Clearance:            | None          |
| Departure Time:                  | 1215 CDT                 | Type of Airspace:             |               |

## Airport Information

|                      |                   |                           |                 |
|----------------------|-------------------|---------------------------|-----------------|
| Airport:             | DENVER (DEN)      | Runway Surface Type:      | Concrete        |
| Airport Elevation:   | 5333 ft           | Runway Surface Condition: | Dry             |
| Runway Used:         | 26L               | IFR Approach:             | None            |
| Runway Length/Width: | 10004 ft / 150 ft | VFR Approach/Landing:     | Traffic Pattern |

## Wreckage and Impact Information

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

## Administrative Information

|                                   |  |               |            |
|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC):     | VERLIN B TRANTER   | Adopted Date: | 04/25/1988 |
| Additional Participating Persons: | J. MCCOY; AURORA, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@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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