



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Belen, NM	<b>Accident Number:</b>	DEN08CA034
<b>Date &amp; Time:</b>	11/27/2007, 1100 MST	<b>Registration:</b>	N74SR
<b>Aircraft:</b>	Godwin, David P Sorrell SNJ-7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot's statement, he was landing on runway 21 and the winds were light and variable. Shortly after touchdown on the runway, he lost directional control and the airplane ground looped. The airplane departed the left side of the runway and came to rest upright. Examination of the airplane revealed that one main landing gear was separated and one was folded under the fuselage. Several right wing ribs were broken. No anomalies with the aircraft systems were reported.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's loss of directional control during landing resulting in a ground loop.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private; Recreational	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	05/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1364 hours (Total, all aircraft), 14 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Godwin, David P	<b>Registration:</b>	N74SR
<b>Model/Series:</b>	Sorrell SNJ-7	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	280
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	05/01/2007, Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-360-A1A-5
<b>Registered Owner:</b>	ABQ New Mexico Adventure Tours	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	David w. Shuckhart	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Belen, NM (E80)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	MST	Type of Airspace:	

## Airport Information

Airport:	Alexander Municipal Airport (E80)	Runway Surface Type:	Asphalt
Airport Elevation:	5194 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6601 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	34.645000, -106.833611

## Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Report Date:	01/31/2008
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).