



National Transportation Safety Board Aviation Accident Final Report

Location:	Durango, CO	Accident Number:	DEN01LA062
Date & Time:	03/03/2001, 1645 MST	Registration:	N8356X
Aircraft:	Piper PA-34-220T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

When the airplane touched down, it veered off the side of the runway and into a ditch. The pilot said a tire blew out, causing him to lose control.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control. A contributing factor was the blown tire.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LANDING GEAR, TIRE - BURST

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On March 3, 2001, approximately 1545 mountain standard time, N8356X, a Piper PA-34-220T, was substantially damaged when it collided with terrain during landing at Animas Airpark, Durango, Colorado. The commercial pilot and his three passengers were not injured. Visual meteorological conditions prevailed, and an IFR flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Lancaster, Texas, approximately 1230 central standard time.

In his accident report, the pilot said that when the airplane touched down, it veered sharply to the right and went off the side of the runway and into a ditch. The nose landing gear was sheared off, the nose cone was shattered, both propellers were destroyed, and there was bulkhead and skin damage. In telephone conversations, the pilot said a tire blew out, causing him to lose control.

Pilot Information

Certificate:	Commercial; Private	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/02/1999
Occupational Pilot:		Last Flight Review or Equivalent:	12/14/1999
Flight Time:	1450 hours (Total, all aircraft), 200 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8356X
Model/Series:	PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34-8133041
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/19/2000, Annual	Certified Max Gross Wt.:	4700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TS10-360-KB
Registered Owner:	Pamela D. Campbell	Rated Power:	220 hp
Operator:	Michael C. Petty	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DRO, 6685 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1553 MST	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	5° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Lancaster, TX (LCN)	Type of Flight Plan Filed:	IFR
Destination:	Durango, CO (DRO)	Type of Clearance:	IFR
Departure Time:	1230 CST	Type of Airspace:	Class G

Airport Information

Airport:	ANIMAS AIR PARK (56CO)	Runway Surface Type:	Asphalt
Airport Elevation:	6684 ft	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5010 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Report Date:	09/30/2003
Additional Participating Persons:	Bryan W Neville; FAA Flight Standards District Office; Salt Lake City, UT		
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/ .		

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