



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Watkins, CO	<b>Accident Number:</b>	DEN01LA100
<b>Date &amp; Time:</b>	05/02/2001, 1330 MDT	<b>Registration:</b>	N72582
<b>Aircraft:</b>	Cessna T206H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

While in cruise flight, the airplane encountered icing conditions. The pilot contacted ARTCC and requested various altitudes to avoid further icing. However, the airplane was unable to maintain altitude, and the pilot requested vectors to the nearest airport. Approach control cleared him to intercept the ILS. At approximately 15 feet above the ground, he flared and the airplane "dropped hard onto the runway." As he added power, the airplane drifted to the left and struck a runway and a taxiway light. The pilot stated that he was able to taxi the airplane back onto the runway and then park it on the ramp. An initial inspection of the airplane revealed that it had an accumulation of ice on the leading edges of both wings, that in some places was up to as much as 2 and 1/2 inches thick.

## 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 the proper decent rate during the flare resulting in a hard landing. Contributing factors icing conditions and accumulations of wing ice.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS

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Occurrence #2: HARD LANDING  
Phase of Operation: EMERGENCY LANDING

### Findings

2. (F) WING - ICE

3. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

### Findings

4. (F) OBJECT - RUNWAY LIGHT

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

## Factual Information

On May 2, 2001, at approximately 1330 mountain daylight time, a Cessna T206H, N72582, was substantially damaged during landing at Front Range Airport, Watkins, Colorado. The instrument rated private pilot and passenger were not injured. Instrument meteorological conditions prevailed. An IFR flight plan was filed for this personal flight being conducted under Title 14 CFR Part 91. The flight departed Marv Skie-Lincoln County Airport, Tea, South Dakota, at approximately 1000.

According to the pilot, he encountered icing conditions while en route to Centennial Airport, Englewood, Colorado. He contacted Denver Air Route Traffic Control Center (ARTCC) and requested various altitudes to avoid further icing. However, he was unable to maintain altitude and requested vectors to the nearest airport. Denver approach control cleared him to intercept the ILS for runway 26 at Front Range. It was his first time landing at the airport, and at approximately 15 feet above the ground, he flared and the airplane "dropped hard onto the runway." As he added power, the airplane drifted to the left and struck a runway and a taxiway light. The airplane sustained damage to the nose and right landing gear wheel pants, the elevator's right hand balance weight skin, the cargo door and substantial damage to the underside of the fuselage and empennage.

The pilot stated that he was able to taxi the airplane back onto the runway and then park it on the ramp. An initial inspection of the airplane revealed that it had an accumulation of ice on the leading edges of both wings, that in some places was up to as much as 2 and 1/2 inches thick.

The weather conditions at the time of the accident were: winds, from 360 degrees, at 12 knots; visibility, 2 and 1/2 mile; altimeter setting, 30.05 inches of mercury; temperature, 1 degree celcius/33 degrees Fahrenheit; ceiling, broken at 5,000 feet and overcast at 10,000 feet, with light rain and fog.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/18/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/31/2000
<b>Flight Time:</b>	500 hours (Total, all aircraft), 300 hours (Total, this make and model), 34 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72582
Model/Series:	T206H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	T20608114
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	12/12/2000, Annual	Certified Max Gross Wt.:	3617 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	300 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-AJIA
Registered Owner:	AAACC, LLC	Rated Power:	310 hp
Operator:	Alen Amdahl	Operating Certificate(s) Held:	None
Operator Does Business As:	AAACC LLC.	Operator Designator Code:	XIII

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Broken / 5 ft agl	Visibility	2.5 Miles
Lowest Ceiling:	Overcast / 10 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Tea, SD (Y14)	Type of Flight Plan Filed:	IFR
Destination:	Englewood, CO (APA)	Type of Clearance:	IFR
Departure Time:	1100 CDT	Type of Airspace:	Class B

## Airport Information

Airport:	Front Range (FTG)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	26	IFR Approach:	Localizer Only
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Norman F Wiemeyer	<b>Report Date:</b>	11/01/2001
<b>Additional Participating Persons:</b>	Gergory A Jones; FAA FSDO; Denver, CO		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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.ntsbt.gov/pubdms/">http://dms.ntsbt.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](#).