



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain the proper descent rate during the flare resulting in a hard landing. Contributing factors icing conditions and accumulations of wing ice.

## Findings

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N72582
<b>Model/Series:</b>	T206H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Alen Amdahl	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TIO-540-AJIA
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 10 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 360°
<b>Temperature:</b>	1°C	<b>Visibility</b>	2.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Tea, SD (Y14)	<b>Destination:</b>	Englewood, CO (APA)

## Airport Information

<b>Airport:</b>	Front Range (FTG)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	26	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	8000 ft / 100 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

**Investigator In Charge (IIC):** Norman F Wiemeyer

**Adopted Date:** 11/01/2001

**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](mailto: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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