



National Transportation Safety Board Aviation Accident Final Report

Location:	Canon City, CO	Accident Number:	DEN05LA109
Date & Time:	07/01/2005, 1315 MDT	Registration:	N804JH
Aircraft:	Piper PA46-500TP	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot stated that the pilot of a Twin Commander in front of him performed a go-around due to "erratic winds at the approach end of runway 11" and he elected to do the same. During the second approach, he became distracted maintaining a safe distance from the Twin Commander in front of him. He stated that during the landing, the winds shifted from a right crosswind to a left crosswind and then to a left quartering tailwind. The pilot stated that during the touchdown and landing roll, the airplane drifted to the left and he overcorrected. The airplane exited the runway to the right and ground looped, coming to a rest off the runway. Both the left and right main landing gear collapsed causing substantial damage. The METAR 30 nautical miles east reported the winds as 110 degrees at 10 knots. The METAR 30 nautical miles northeast reported the winds as 140 degrees at 12 knots.

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 during the landing roll. Contributing factors include the crosswind and windshear conditions.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - WINDSHEAR

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

Findings

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On July 1, 2005, approximately 1315 mountain daylight time, a Piper PA46-500TP, N804JH, operated by a private pilot, was substantially damaged during landing to runway 11 at Fremont County Airport (1V6), Canon City, Colorado. Visual meteorological conditions prevailed at the time of the accident. The business flight was being conducted under the provisions of Title 14 CFR Part 91 on an instrument flight rules flight plan. The pilot and his passenger reported no injuries. The cross-country flight departed Steamboat Springs, Colorado, approximately 1215.

According to the accident report submitted by the pilot, he was attempting to land on runway 11. The pilot stated that the pilot of a Twin Commander in front of him performed a go-around due to "erratic winds at the approach end of runway 11" and he elected to do the same. During the second approach, he became distracted maintaining a safe distance from the Twin Commander in front of him. He stated that during the landing, the winds shifted from a right crosswind to a left crosswind and then to a left quartering tailwind. The pilot stated that during the touchdown and landing roll, the airplane drifted to the left and he overcorrected. The airplane exited the runway to the right and ground looped. Both the left and right main landing gear collapsed and the propeller struck the ground.

Both the left and right landing gear actuator rods penetrated the wings. A wing rib just right of the landing gear bay door separated from the main wing spar on the right wing. Three high lock rivets, mounted to the forward spar on the left wing, were pulled up approximately 1/4 inch, the left wing tip was bent up and the skin wrinkled. The pressure vessel on the left side of the fuselage was wrinkled. The tire tread on the right main landing gear assembly was severely worn. An examination of the remaining airplane systems, conducted by the FAA, revealed no anomalies.

The routine aviation weather report (METAR) in Pueblo, Colorado, (30 nautical miles east of 1V6), taken at 1253, reported the winds as 110 degrees at 10 knots. The METAR in Colorado Springs, Colorado, (30 nautical miles northeast of 1V6), taken at 1254, reported the winds as 140 degrees at 12 knots. METAR reports taken approximately 1 hour prior to the accident reported the winds as 110 degrees at 11 knots, gusting to 15 knots, and 180 degrees at 13 knots, gusting to 17 knots, respectively. The pilot stated that there were "buildups in the area, and turbulence was continuous light to moderate."

Pilot Information

Certificate:	Commercial; Private	Age:	59, 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	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	12/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2005
Flight Time:	2927 hours (Total, all aircraft), 85 hours (Total, this make and model), 2448 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N804JH
Model/Series:	PA46-500TP	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4697044
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/01/2005, Annual	Certified Max Gross Wt.:	4892 lbs
Time Since Last Inspection:	71 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	504 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-42A
Registered Owner:	On file	Rated Power:	500 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PUB, 4726 ft msl	Observation Time:	1353 MDT
Distance from Accident Site:	30 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	90°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	32° C / 7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 110°	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Steamboat Sprng, CO (SBS)	Type of Flight Plan Filed:	IFR
Destination:	Canon City, CO (1V6)	Type of Clearance:	None
Departure Time:	1215 MDT	Type of Airspace:	

Airport Information

Airport:	Fremont County Airport (1V6)	Runway Surface Type:	Asphalt
Airport Elevation:	5439 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	5399 ft / 75 ft	VFR Approach/Landing:	Full Stop; Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Jennifer S Kaiser	Adopted Date:	10/27/2005
Additional Participating Persons:	Steven Scully; FAA Flight Standards District Office; Denver, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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