



National Transportation Safety Board Aviation Accident Final Report

Location:	Walden, CO	Accident Number:	DEN07CA046
Date & Time:	01/01/2007, 1530 MST	Registration:	N821GS
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane was in cruise flight at 12,500 feet. The pilot told his wife that he was disengaging the autopilot to maneuver over the mountains. He then pressed the trim-disengage button on the control yoke. Shortly after, the airplane began rolling uncontrollably to the left and right. The pilot steadied the airplane with the rudder. He then began a 1/2 standard rate left turn. When he went to roll the airplane right, he said that the flight controls were difficult to manipulate. He attempted additional turns and found the problem continued. The pilot changed airspeed and found the problem increased with reduced airspeed. After that, he declared an emergency with air traffic control, began a descent, and proceeded to the nearest airport. The pilot said he was unable to locate the airport so he elected to perform a wheels up landing on a snow-covered field. During the landing, the airplane sustained substantial damage to the inboard left wing and the bottom left side of the forward fuselage. An examination of the airplane revealed no anomalies that could explain the stiff controls.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot experiencing lateral flight control stiffness for undetermined reasons and the pilot's intentional wheels up landing. Factors were the snow covered and rough/uneven terrain.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: WHEELS UP LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N821GS
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34-7770419
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	TSIO-360
Registered Owner:	Teton Leasing, LLC	Rated Power:	
Operator:	Teton Leasing, LLC	Air Carrier Operating Certificate:	None
Operator Does Business As:	Av Center, Inc.	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LAR	Observation Time:	1553
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-10° C / -14° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 350°	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Greeley, CO (GXY)	Type of Flight Plan Filed:	VFR
Destination:	Rock Springs, WY (RKS)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	David C Bowling	Adopted Date:	03/26/2007
Additional Participating Persons:	Jeff Graves; Denver, Colorado FSDO		
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 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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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.