



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Walden, CO	<b>Accident Number:</b>	DEN07CA046
<b>Date &amp; Time:</b>	01/01/2007, 1530 MST	<b>Registration:</b>	N821GS
<b>Aircraft:</b>	Piper PA-34-200T	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

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

### Findings

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

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Piper	<b>Registration:</b>	N821GS
<b>Model/Series:</b>	PA-34-200T	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Teton Leasing, LLC	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	TSIO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	LAR	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	3 knots, 350°
<b>Temperature:</b>	-10°C / -14°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Greeley, CO (GXY)	<b>Destination:</b>	Rock Springs, WY (RKS)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	David C Bowling	<b>Adopted Date:</b>	03/26/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.