Aviation Investigation Final Report

Location:	ASPEN, Colorado	**Accident Number:**	DEN01LA032
Date & Time:	December 21, 2000, 15:22 Local	**Registration:**	N130MS
Aircraft:	Mitsubishi MU-2B-60	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing from a visual approach at the conclusion of an IFR cross-country flight, the touchdown was hard and the aircraft was in a crab. The right main landing gear tire blew out on touchdown and damage was incurred to the right main landing gear assembly, right main landing gear brake system, right propeller, and the right fuselage wall was penetrated by debris.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A hard landing which exceeded the design stress limits of the aircraft.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. LANDING GEAR,TIRE - BURST
2. LANDING GEAR,MAIN GEAR - BENT
3. LANDING GEAR,ANTI-SKID BRAKE SYSTEM - DISABLED
4. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Factual Information

On December 21, 2000, at 1522 mountain standard time, a Mitsubishi MU-2B-60, received substantial damage during a hard landing at Aspen, Colorado. The commercial pilot and his two passengers were not injured. The flight was operating under Title 14 CFR Part 91 and an IFR flight plan was filed. Visual meteorological conditions prevailed for this cross-country flight, which departed McCook, Nebraska, at 1349.

According to observers at the Aspen airport, runway 15 was in use and the aircraft landed hard in a crab. The right main landing gear tire blew out on touchdown, damaging the right main landing gear brake system, right main landing gear assembly, right propeller, and the right side of the fuselage was penetrated by pieces from the blown tire.

In his narrative concerning the accident, the pilot said the right man tire blew out at touchdown and he stopped the aircraft on the runway and conducted an evacuation.

Wind at the time of the landing was from 220 degrees at 5 knots.

Pilot Information

Certificate:	Commercial	**Age:**	45,Male
Airplane Rating(s):	Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	October 16, 2000
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	1293 hours (Total, all aircraft), 493 hours (Total, this make and model), 1293 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	**Registration:**	N130MS
Model/Series:	MU-2B-60 MU-2B-60	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	750SA
Landing Gear Type:	Retractable - Tricycle	**Seats:**	8
Date/Type of Last Inspection:	December 20, 2000 100 hour	**Certified Max Gross Wt.:**	11575 lbs
Time Since Last Inspection:	10 Hrs	**Engines:**	2 Turbo prop
Airframe Total Time:	4150 Hrs	**Engine Manufacturer:**	Garrett
ELT:	Installed, not activated	**Engine Model/Series:**	TPE331-10
Registered Owner:	PRIMA GROUP MARKETING, LLC	**Rated Power:**	625 Horsepower
Operator:	PRIMA GROUP TRADERS, INC.	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ASE ,7815 ft msl	**Distance from Accident Site:**	
Observation Time:	15:20 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	10°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MCCOOK , NE (MCK)	**Type of Flight Plan Filed:**	IFR
Destination:	(ASE)	**Type of Clearance:**	IFR
Departure Time:	13:49 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	PITKIN COUNTY ASE	**Runway Surface Type:**	Concrete
Airport Elevation:	7815 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	15	**IFR Approach:**	Visual
Runway Length/Width:	7004 ft / 100 ft	**VFR Approach/Landing:**	Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	39.18943,-106.819587(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	JOHN STEVENSON; DENVER , CO
Original Publish Date:	July 26, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50823