



Aviation Investigation Final Report

Location:	Durango, Colorado	Accident Number:	DEN01LA062
Date & Time:	March 3, 2001, 16:45 Local	Registration:	N8356X
Aircraft:	Piper PA-34-220T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

When the airplane touched down, it veered off the side of the runway and into a ditch. The pilot said a tire blew out, causing him to lose control.

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. A contributing factor was the blown tire.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LANDING GEAR,TIRE - BURST

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

Findings

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On March 3, 2001, approximately 1545 mountain standard time, N8356X, a Piper PA-34-220T, was substantially damaged when it collided with terrain during landing at Animas Airpark, Durango, Colorado. The commercial pilot and his three passengers were not injured. Visual meteorological conditions prevailed, and an IFR flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Lancaster, Texas, approximately 1230 central standard time.

In his accident report, the pilot said that when the airplane touched down, it veered sharply to the right and went off the side of the runway and into a ditch. The nose landing gear was sheared off, the nose cone was shattered, both propellers were destroyed, and there was bulkhead and skin damage. In telephone conversations, the pilot said a tire blew out, causing him to lose control.

Pilot Information

Certificate:	Commercial; Private	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane; None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 2, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 14, 1999
Flight Time:	1450 hours (Total, all aircraft), 200 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Information

Certificate:	Student	Age:	47
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	73 hours (Total, all aircraft), 6 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8356X
Model/Series:	PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8133041
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 19, 2000 Annual	Certified Max Gross Wt.:	4700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSI0-360-KB
Registered Owner:	Pamela D. Campbell	Rated Power:	220 Horsepower
Operator:	Michael C. Petty	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DRO,6685 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	5°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lancaster, TX (LCN)	Type of Flight Plan Filed:	IFR
Destination:	Durango, CO (DRO)	Type of Clearance:	IFR
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ANIMAS AIR PARK 56CO	Runway Surface Type:	Asphalt
Airport Elevation:	6684 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5010 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Bryan W Neville; FAA Flight Standards District Office; Salt Lake City, UT
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51848

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).