



Aviation Investigation Final Report

Location:	Watkins, Colorado	Accident Number:	DEN01LA100
Date & Time:	May 2, 2001, 13:30 Local	Registration:	N72582
Aircraft:	Cessna T206H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While in cruise flight, the airplane encountered icing conditions. The pilot contacted ARTCC and requested various altitudes to avoid further icing. However, the airplane was unable to maintain altitude, and the pilot requested vectors to the nearest airport. Approach control cleared him to intercept the ILS. At approximately 15 feet above the ground, he flared and the airplane "dropped hard onto the runway." As he added power, the airplane drifted to the left and struck a runway and a taxiway light. The pilot stated that he was able to taxi the airplane back onto the runway and then park it on the ramp. An initial inspection of the airplane revealed that it had an accumulation of ice on the leading edges of both wings, that in some places was up to as much as 2 and 1/2 inches thick.

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 the proper decent rate during the flare resulting in a hard landing. Contributing factors icing conditions and accumulations of wing ice.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: HARD LANDING
Phase of Operation: EMERGENCY LANDING

Findings

- 2. (F) WING - ICE
- 3. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 4. (F) OBJECT - RUNWAY LIGHT
- 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On May 2, 2001, at approximately 1330 mountain daylight time, a Cessna T206H, N72582, was substantially damaged during landing at Front Range Airport, Watkins, Colorado. The instrument rated private pilot and passenger were not injured. Instrument meteorological conditions prevailed. An IFR flight plan was filed for this personal flight being conducted under Title 14 CFR Part 91. The flight departed Marv Skie-Lincoln County Airport, Tea, South Dakota, at approximately 1000.

According to the pilot, he encountered icing conditions while en route to Centennial Airport, Englewood, Colorado. He contacted Denver Air Route Traffic Control Center (ARTCC) and requested various altitudes to avoid further icing. However, he was unable to maintain altitude and requested vectors to the nearest airport. Denver approach control cleared him to intercept the ILS for runway 26 at Front Range. It was his first time landing at the airport, and at approximately 15 feet above the ground, he flared and the airplane "dropped hard onto the runway." As he added power, the airplane drifted to the left and struck a runway and a taxiway light. The airplane sustained damage to the nose and right landing gear wheel pants, the elevator's right hand balance weight skin, the cargo door and substantial damage to the underside of the fuselage and empennage.

The pilot stated that he was able to taxi the airplane back onto the runway and then park it on the ramp. An initial inspection of the airplane revealed that it had an accumulation of ice on the leading edges of both wings, that in some places was up to as much as 2 and 1/2 inches thick.

The weather conditions at the time of the accident were: winds, from 360 degrees, at 12 knots; visibility, 2 and 1/2 mile; altimeter setting, 30.05 inches of mercury; temperature, 1 degree celcius/33 degrees Fahrenheit; ceiling, broken at 5,000 feet and overcast at 10,000 feet, with light rain and fog.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 18, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 31, 2000
Flight Time:	500 hours (Total, all aircraft), 300 hours (Total, this make and model), 34 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72582
Model/Series:	T206H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	T20608114
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	December 12, 2000 Annual	Certified Max Gross Wt.:	3617 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	300 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-AJIA
Registered Owner:	AAACC, LLC	Rated Power:	310 Horsepower
Operator:	Alen Amdahl	Operating Certificate(s) Held:	None
Operator Does Business As:	AAACC LLC.	Operator Designator Code:	XIII

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	5 ft AGL	Visibility	2.5 miles
Lowest Ceiling:	Overcast / 10 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:	N/A - None - Snow		
Departure Point:	Tea, SD (Y14)	Type of Flight Plan Filed:	IFR
Destination:	Englewood, CO (APA)	Type of Clearance:	IFR
Departure Time:	11:00 Local	Type of Airspace:	Class B

Airport Information

Airport:	Front Range FTG	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	26	IFR Approach:	Localizer only
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	None

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	Latitude, Longitude:	39.750289,-104.600425(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	Gergory A Jones; FAA FSDO; Denver, CO
Original Publish Date:	November 1, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=52314

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](#).