



Aviation Investigation Final Report

Location:	Rock Springs, Wyoming	Accident Number:	DEN01LA142
Date & Time:	August 9, 2001, 13:30 Local	Registration:	N44JH
Aircraft:	Piper PA-60-602P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The airplane had just taken off and was climbing through 9,000 feet when the pilot heard "a very loud explosive sound" that came from the right side of the aircraft. He returned to the airport and landed. When the airplane touched down, it began veered to the right and the pilot attempted to correct. The airplane departed the right side of the runway and the right main landing gear collapsed, driving it through the top of the wing. Half of the right main tire (30 hours total time in service) and most of its inner tube (with a round section blown out) were found at the point of touch down. Missing was the valve stem. Continuous S-shaped marks indicated the tire came off the rim.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the right main tire blowing out in flight, which resulted in a loss of directional control during landing.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LANDING GEAR, TIRE - BURST

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

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

On August 9, 2001, approximately 1330 mountain daylight time, a Piper PA-60-602P, N44JH, was substantially damaged following a loss of control while landing at Rock Springs, Wyoming. The commercial pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and an IFR flight plan had been filed for this business flight being conducted under Title 14 CFR Part 91. The flight originated from Rock Springs approximately 1325.

The following is based on the pilot's accident report and a prior telephone conversation. The airplane had just taken off and was climbing through 9,000 feet. Immediately after copying his IFR clearance from the FAA air route traffic control center (ARTCC), the pilot heard "a very loud explosive sound" that came from the right side of the aircraft. He ruled out explosive decompression since the cabin was beginning to pressurize. Suspecting a separated wing panel or flight control, or possibly a bird strike, the pilot cancelled his IFR flight plan and informed ARTCC that he was returning to land. When the airplane touched down on runway 09, it began veering to the right and the pilot attempted to correct. The pilot said "dynamic oscillations of the right wheel [caused] vibrations throughout the airframe." The airplane departed the right side of the runway and the right main landing gear collapsed. The right gear was driven through the top of the right wing, and the left and nose gears collapsed. The pilot reported both wings were destroyed and the fuselage was buckled.

The pilot and airport personnel walked the length of the runway and found half of the right main tire (30 hours total time in service) and most of its inner tube (with a round section blown out) at the point of touch down. Missing was the valve stem. Continuous S-shaped gouge marks on the runway were consistent with the tire coming off the rim.

Pilot Information

Certificate:		Age:	54, Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 7, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 13, 2000
Flight Time:	2578 hours (Total, all aircraft), 520 hours (Total, this make and model), 2355 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N44JH
Model/Series:	PA-60-602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	62P-09028165031
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 27, 2001 Annual	Certified Max Gross Wt.:	6315 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2998 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	TIO-540-U1A
Registered Owner:	Aircraft Guaranty 101, LLC	Rated Power:	300 Horsepower
Operator:	Roeder-Johnson Corp.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RKS,6760 ft msl	Distance from Accident Site:	
Observation Time:	13:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	26°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rock Springs, WY (RKS)	Type of Flight Plan Filed:	IFR
Destination:	Marysville, CA (MYV)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Rock Springs-Sweetwater County RKS	Runway Surface Type:	Asphalt
Airport Elevation:	6760 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.590148,-109.219398(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Robert D Hardwick; FAA Flight Standards Field Office; Casper, WY
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=52980

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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](#).