



Aviation Investigation Final Report

Location:	Bullfrog Basin, Utah	Accident Number:	SEA06LA075
Date & Time:	April 13, 2006, 09:30 Local	Registration:	N2227W
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that due to traffic on the runway, he circled around until the traffic was clear of the runway. The pilot then set-up for a landing on runway 01, but had to go-around for the first attempt as "...the runway was disappearing too fast..." During the second attempt, the pilot set-up for a short field landing and the aircraft touched down at the beginning of the 3,500 foot long down sloping runway. During the landing roll, the pilot realized that the ground speed was too fast and the aircraft was not going to stop in time. The pilot stated that there was not enough runway left for another go-around, so the aircraft ran off the end of the runway. After the accident, the pilot noted that the wind had shifted and that he landed with a tailwind. An FAA Inspector reported that the aircraft traveled over the rough terrain directly off the end of the runway for about 200 feet before coming to rest. The main landing gear tires were blown, the right main landing gear collapsed and the upper wing surfaces were buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A high airspeed at touchdown resulting in a high ground speed during the landing roll. Downhill sloping runway, a tailwind, the pilot's delayed remedial action and rough terrain off the end of the runway were factors.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - DOWNHILL
 2. (C) AIRSPEED - HIGH - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - TAILWIND
 4. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On April 13, 2006, at 0930 mountain daylight time, a Piper PA-34-200T, N2227W, registered to AB Christenson Holding and operated by the pilot as a 14 CFR Part 91 personal flight, over-ran the end of the runway and collided with rough terrain during landing at Bullfrog Basin Airport, Bullfrog, Utah. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the private pilot and his three passengers were not injured. The flight departed from Salt Lake City, Utah, about 20 minutes prior to the accident.

The pilot reported that due to traffic on the runway, he circled around until the traffic was clear of the runway. The pilot then set-up for a landing on runway 01, but had to go-around for the first attempt as "...the runway was disappearing too fast..." During the second attempt, the pilot set-up for a short field landing and the aircraft touched down at the beginning of the 3,500 foot long down sloping runway. During the landing roll, the pilot realized that the ground speed was too fast and the aircraft was not going to stop in time. The pilot stated that there was not enough runway left for another go-around, so the aircraft ran off the end of the runway. After the accident, the pilot noted that the wind had shifted and that he landed with a tailwind.

An FAA Inspector from the Salt Lake City Utah, Flight Standards District Office reported that the aircraft traveled over the rough terrain directly off the end of the runway for about 200 feet before coming to rest. The main landing gear tires were blown, the right main landing gear collapsed and the upper wing surfaces were buckled.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2006
Flight Time:	3300 hours (Total, all aircraft), 3200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2227W
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7970171
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 2005 Annual	Certified Max Gross Wt.:	4600 lbs
Time Since Last Inspection:	64 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3843 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360
Registered Owner:	AB Christenson Holdings LLC	Rated Power:	200 Horsepower
Operator:	Alfred B. Christenson	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PGA,4313 ft msl	Distance from Accident Site:	52 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	212°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	16°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salt Lake City, UT (U42)	Type of Flight Plan Filed:	None
Destination:	Bullfrog Basin, UT (U07)	Type of Clearance:	None
Departure Time:	09:10 Local	Type of Airspace:	

Airport Information

Airport:	Bullfrog Basin Airport U07	Runway Surface Type:	Asphalt
Airport Elevation:	4167 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

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:	37.533332,-110.699996

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	David Rodda; FAA/FSDO; Salt Lake City, UT
Original Publish Date:	October 3, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63524

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](#).