



Aviation Investigation Final Report

Location:	Eagle, Colorado	Accident Number:	DEN07LA051
Date & Time:	January 15, 2007, 19:37 Local	Registration:	N17PA
Aircraft:	Piaggio Industrie P180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed on runway 25, and when he retarded the power levers prior to selecting reverse thrust, the airplane began to swerve, and he corrected with rudder. The right tire then blew out, and directional control was lost. The airplane went off the right side of the runway, and collided with a snowbank. Postaccident examination revealed the left wingtip was crushed, and the composite canard wing was fractured. Examination of the airplane by the operator's mechanic revealed no mechanical malfunction with the airframe, powerplants, or systems. The airport fire department said the airplane went off the 8,000-foot runway at the 5,000-foot mark after leaving a 1,664-foot skid mark.

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 of the airplane during the landing roll.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOWBANK

Factual Information

On January 15, 2007, at 1937 mountain standard time, a Piaggio Industrie P180, N17PA, piloted by an airline transport certificated pilot, was substantially damaged when it veered off the runway and collided with terrain during landing at the Eagle County Regional Airport (EGE), Eagle, Colorado. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91, and an instrument flight rules (IFR) flight plan had been filed. The pilot, the sole occupant on board the airplane, was not injured. The cross-country flight originated at Aurora, Illinois, approximately 1800 central standard time, and was en route to Eagle, Colorado.

According to the pilot, he landed on runway 25 and when he retarded the power levers (but before going into reverse), the airplane began to swerve and he corrected with rudder. The right tire then blew out and directional control was lost. The airplane went off the right side of the runway and collided with a snow bank. Post-accident examination revealed the left wing tip was crushed and the composite canard wing was fractured. Examination of the airplane by the operator's mechanic revealed no mechanical malfunction with the airframe, powerplants, or systems.

The airport fire department said the airplane went off the 8,000-foot runway at the 5,000-foot mark after leaving a 1,664-foot skid mark.

Pilot Information

Certificate:	Airline transport	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2006
Flight Time:	4000 hours (Total, all aircraft), 800 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piaggio Industrie	Registration:	N17PA
Model/Series:	P180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1017
Landing Gear Type:	Tricycle	Seats:	9
Date/Type of Last Inspection:	August 1, 2006 Continuous airworthiness	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	2748.2 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	2900 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT-6A-6
Registered Owner:	Aurora Aviation	Rated Power:	850 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	EGE,6540 ft msl	Distance from Accident Site:	
Observation Time:	19:55 Local	Direction from Accident Site:	
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:	30.44 inches Hg	Temperature/Dew Point:	-19°C / -20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Aurora, IL (ARR)	Type of Flight Plan Filed:	IFR
Destination:	Eagle, CO (EGE)	Type of Clearance:	IFR
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	Eagle County Regional Airport EGE	Runway Surface Type:	Asphalt
Airport Elevation:	6540 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.642501,-106.917778

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Stephanie Wells; FAA Flight Standards District Office; Denver, CO
Original Publish Date:	April 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65186

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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](#).