



# Aviation Investigation Final Report

<b>Location:</b>	Idaho Falls, Idaho	<b>Accident Number:</b>	WPR09CA066
<b>Date &amp; Time:</b>	December 21, 2008, 18:26 Local	<b>Registration:</b>	N379P
<b>Aircraft:</b>	Piper PA-46-350P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he checked the weather information for the arrival airport during the execution of an instrument approach. He stated that the weather report indicated the winds to be light, and that the runway had been plowed and sanded but was covered with light snow and patchy ice. Just after touchdown the airplane began to drift to the left; the pilot then countered with the gradual application of right rudder. The airplane momentarily straightened out, but as the ground speed decreased, the airplane continued the left drift. The airplane then departed the runway and collided with a snow bank causing substantial damage to the firewall.

## 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 during the landing roll. Contributing to the accident were the icy runway conditions and a snow bank.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Snow/ice - Contributed to outcome
<b>Environmental issues</b>	Snow/slush/ice covered surface - Effect on operation
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Commercial; Military	Age:	30, 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 Without waivers/limitations	Last FAA Medical Exam:	April 12, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 19, 2008
Flight Time:	800 hours (Total, all aircraft), 22 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N379P
Model/Series:	PA-46-350P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636379
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 15, 2008 Annual	Certified Max Gross Wt.:	4358 lbs
Time Since Last Inspection:	548 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	548 Hrs at time of accident	Engine Manufacturer:	Textron Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TSIO-540
Registered Owner:	On file	Rated Power:	350 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	IAD,4744 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	-6°C / -8°C
<b>Precipitation and Obscuration:</b>	Light - Showers - Snow		
<b>Departure Point:</b>	Goodland, KS (GLD )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Idaho Falls, ID (IDA )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Idaho Falls Regional Airport IDA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4744 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	02	<b>IFR Approach:</b>	RNAV
<b>Runway Length/Width:</b>	9002 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	43.51361,-112.070556(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	Lyndsay A Carlson; Federal Aviation Administration FSDO; Salt Lake City, UT
<b>Original Publish Date:</b>	March 23, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=73134">https://data.nts.gov/Docket?ProjectID=73134</a>

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