



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Rock Springs, WY	<b>Accident Number:</b>	DEN01LA142
<b>Date &amp; Time:</b>	08/09/2001, 1330 MDT	<b>Registration:</b>	N44JH
<b>Aircraft:</b>	Piper PA-60-602P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## 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:	Seatbelt, Shoulder harness
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:	06/07/2001
Occupational Pilot:		Last Flight Review or Equivalent:	08/13/2000
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:	No
Airworthiness Certificate:	Normal	Serial Number:	62P-09028165031
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	07/27/2001, Annual	Certified Max Gross Wt.:	6315 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2998 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	TIO-540-U1A
Registered Owner:	Aircraft Guaranty 101, LLC	Rated Power:	300 hp
Operator:	Roeder-Johnson Corp.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RKS, 6760 ft msl	Distance from Accident Site:	
Observation Time:	1354 MDT	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:			
Departure Point:	Rock Springs, WY (RKS)	Type of Flight Plan Filed:	IFR
Destination:	Marysville, CA (MYV)	Type of Clearance:	IFR
Departure Time:	1325 TO	Type of Airspace:	Class E

## Airport Information

Airport:	Rock Springs-Sweetwater County (RKS)	Runway Surface Type:	Asphalt
Airport Elevation:	6760 ft	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:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Report Date:	11/01/2001
Additional Participating Persons:	Robert D Hardwick; FAA Flight Standards Field Office; Casper, WY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).