



National Transportation Safety Board

Aviation Accident Final Report

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|--------------------------------|----------------------|--------------------------------------|------------|
| Location: | Rock Springs, WY | Accident Number: | DEN01LA142 |
| Date & Time: | 08/09/2001, 1330 MDT | Registration: | N44JH |
| Aircraft: | Piper PA-60-602P | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | | 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

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|---------------------------|--|----------------------------|
| 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: | 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

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|-------------------------------|----------------------------------|--------------------------------|-----------------|
| 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

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|----------------------------------|------------------------|--------------------------------------|--------------|
| 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

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|----------------------|--------------------------------------|---------------------------|-----------|
| 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

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|---------------------|--------|----------------------|-----------|
| 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

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|-----------------------------------|--|--------------|------------|
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ . | | |

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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](#).