



National Transportation Safety Board Aviation Accident Final Report

Location:	Telluride, CO	Accident Number:	DFW08CA221
Date & Time:	09/01/2008, 1630 MDT	Registration:	N839QS
Aircraft:	CESSNA 560	Aircraft Damage:	Substantial
Defining Event:	Windshear or thunderstorm	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

On final approach to land, the twin-jet airplane encountered an increasing headwind accompanied by a "Caution Wind shear" audio alert, while approximately 50 feet above ground level. The airplane landed hard and bounced several times before departing the left side of the runway. The airplane came to rest in an upright position and the pilot and copilot were able to exit unassisted. The forward pressure bulkhead, fuselage, and left aileron sustained structural damage during the accident. In addition, the nose wheel assembly was found separated from the fuselage. An examination of the nose wheel assembly revealed that the fracture was consistent with an overload failure. No anomalies were reported with the airplane's flight controls or engines.

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 control during landing. A factor was the reported wind shear.

Findings

Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Windshear - Effect on operation (Factor)

Factual Information

History of Flight

Approach-VFR pattern final	Windshear or thunderstorm (Defining event)
Landing-flare/touchdown	Abnormal runway contact
Landing-landing roll	Loss of control on ground Runway excursion

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider; Gyroplane	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	03/11/2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14763 hours (Total, all aircraft), 448 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	08/22/2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/17/2008
Flight Time:	5844 hours (Total, all aircraft), 429 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N839QS
Model/Series:	560	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	560-0690
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	08/05/2008, AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	2741 Hours	Engine Manufacturer:	P&W CANADA
ELT:	Installed, not activated	Engine Model/Series:	PW535A
Registered Owner:	CIT GROUP/EQUIPMENT FINANCING INC	Rated Power:	3400 hp
Operator:	NetJets Aviation, Inc	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	DXTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTEX, 9078 ft msl	Observation Time:	
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8500 ft agl	Temperature/Dew Point:	18° C / 4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots/ 17 knots, 220°	Visibility (RVR):	
Altimeter Setting:	30.21 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Houston, TX (KSGR)	Type of Flight Plan Filed:	Unknown
Destination:	Telluride, CO (KTEX)	Type of Clearance:	IFR
Departure Time:	1154 CDT	Type of Airspace:	Air Traffic Control

Airport Information

Airport:	Telluride Regional Airport (KTEX)	Runway Surface Type:	Asphalt
Airport Elevation:	9078 ft	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	Visual
Runway Length/Width:	6870 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.952222, -107.905278 (est)

Administrative Information

Investigator In Charge (IIC):	William H Gamble	Adopted Date:	01/22/2009
Additional Participating Persons:	Lyndsay Carlson; FAA FSDO; Denver, CO		
Publish Date:	01/22/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.nts.gov/pubdms/ .		

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