



National Transportation Safety Board Aviation Accident Final Report

Location:	Eagle, CO	Accident Number:	CEN10LA093
Date & Time:	01/08/2010, 1225 MST	Registration:	XA-PCC
Aircraft:	Dassault Falcon 20C	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	7 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

During taxi the airplane was observed to run over a tire chock with the left main gear tire. During a turn out of the ramp, the left main gear was observed to run over the nose gear chock that had been removed from the nose gear by the pilot during pre-flight. During the departure roll, the left main gear tire failed and the pilot elected to abort the takeoff attempt. The airplane did not stop on the remaining runway surface and departed the runway overrun area, coming to rest in snow-covered terrain. An examination of the airplane's systems revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight crew's improper preflight inspection and failure to remove the main landing gear wheel chock, resulting in damage and subsequent failure of the main landing gear tire during the takeoff roll.

Findings

Aircraft	Main landing gear - Failure (Cause)
Personnel issues	Planning/preparation - Pilot (Factor)

Factual Information

On January 8, 2010, at 1225 mountain standard time, a Dassault Falcon 20C, Mexican registered XA-PCC, was substantially damaged during a runway overrun at Eagle County Regional Airport (KEGE), Eagle, Colorado. Visual meteorological conditions prevailed at the time of the accident. The international passenger flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. The captain, first officer, and five passengers were not injured. The flight was originating at the time of the accident and was en route to General Roberto Fierro Villalobos International Airport (MMCU), Chihuahua, Mexico.

According to a telephone conversation with the airport manager, the left main landing gear tire "blew" during the departure roll. The captain was unable to stop the airplane in the distance remaining. The airplane proceeded 400 feet past the departure end and overrun area of the runway, into deep snow, resulting in both main landing gear collapsing and the right wing buckling. Examination of the wreckage revealed that both main gear tires were flat, and the left side main gear tire was fragmented with its parts found on the runway. An examination by a Federal Aviation Administration (FAA) inspector revealed no mechanical anomalies with the airplane. The FAA did note that there appeared to be a crease or shallow laceration that went across the tire tread on the left main landing gear tire.

During a follow-up telephone conversation with the pilot, his perception was that the right side main gear tire failed during the take-off roll, not the left side tire. He further advised that he had not struck anything with the aircraft's tires on the ramp while taxiing or on the runway during the take-off roll. In addition, he stated that the malfunction occurred at the 120-knot mark, that there were no anomalies with the airplanes braking systems, and that he simply could not stop on the remaining runway following the malfunction. The captain did not return the Pilot/Operator Aircraft Accident/Incident Report 6120.1/2 form despite several attempts from the Safety Board to obtain the required report.

During pre-flight, the pilot was observed to remove the tire chock from the nose gear, but did not remove the tire chock from the left main gear. One witness heard the engines of the aircraft "spool up" to a high RPM (revolutions per minute) and then decrease speed as the airplane taxied over the left main gear tire chock. During the subsequent turn out of the ramp area, the airplane then taxied over the nose gear chock with the left main gear. A ramp agent heard the airplane increase in engine power and once in motion, taxi over the nose gear chock with the left main gear.

History of Flight

Takeoff	Sys/Comp malf/fail (non-power) (Defining event)
Takeoff-rejected takeoff	Runway excursion

Pilot Information

Certificate:		Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	02/04/2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 5000 hours (Total, this make and model)		

Co-Pilot Information

Certificate:		Age:	70, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Dassault Falcon	Registration:	XA-PCC
Model/Series:	20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	159
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	13000 lbs
Time Since Last Inspection:		Engines:	2
Airframe Total Time:		Engine Manufacturer:	General Electric
ELT:		Engine Model/Series:	CF-700-2D2
Registered Owner:	Aerotaxis dos mil	Rated Power:	2040 lbs
Operator:	Aerotaxis dos mil	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KEGE, 6548 ft msl	Observation Time:	1250 MST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-13°C / -18°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.4 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Eagle, CO (KEGE)	Type of Flight Plan Filed:	IFR
Destination:	Chihuahua (MMCU)	Type of Clearance:	IFR
Departure Time:	1225 MST	Type of Airspace:	

Airport Information

Airport:	Eagle County Airport (KEGE)	Runway Surface Type:	Asphalt
Airport Elevation:	6548 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	07/22/2010
Additional Participating Persons:	Julie Summers; FAA Flight Standards District Office; Denver, CO Servane Sauter; BEA - Accredited Rep - French Government		
Publish Date:	07/22/2010		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75251		

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