



**National Transportation Safety Board
Factual Data Collection Report of Accident**

NYC08CA188

Aircraft Reg No: N533DJ
Most Critical Injury: None

Location/Time

Nearest City/Place: Burnsville, NC
Occurrence Date: 05/22/2008
Occurrence Time: 0915 EDT

Flight Itinerary

Last Depart. Point: Atlanta, GA
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Pilatus / PC-12
Serial Number: 539
Landing Gear: Retractable - Tricycle
Engine Type: Turbo Prop
Engine Make/Model: Pratt & Whitney / PT6A-67B
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Epps Aviation / Pilatus Center South
Operator of Aircraft: Jeffrey S, Wilson
Operator Address: Miami, FL
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Airline Transport; Flight Instructor; Commercial; Multi-engine ~~Flight Single/Engine~~ Land; Single-engine Sea
Instrument Ratings: Airplane
Medical Cert: Class 1
Date of Last Med. Exam: 11/2007
Total All Aircraft: 3790
Total Make/Model: 1040

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

The pilot was landing the Pilatus PC-12 on runway 32, a 2,900-foot-long, 50-foot-wide, asphalt runway, at an airport located in a mountainous area. The pilot reported experiencing updrafts and downdrafts while on final approach. After touchdown, the right wing lifted up, and the airplane became airborne again. The pilot flew back toward the center of the runway and touched down again; however, a gust of wind caused the airplane to veer to the left. The airplane's left wing was substantially damaged when it struck an embankment off the left side of the runway. The airplane subsequently came to rest on the embankment, approximately 150 feet prior to the end of the runway. The pilot reported that he did not experience any mechanical malfunctions of the airplane. He reported 3,790 hours of total flight experience, which included 1,040 hours accumulated in the same make and model as the accident airplane. Winds reported at an airport located about 39 miles northeast of the accident site, about the time of the accident, were from 300 degrees at 18 knots, gusting to 26 knots.