



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|--------------------|
| Location: | LONDON, KY | Accident Number: | CHI85MA100 |
| Date & Time: | 01/31/1985, 0547 CST | Registration: | N568UP |
| Aircraft: | SWEARINGEN SA-227 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Serious, 1 Minor |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

DRG ARRIVAL, AT 0540:31, THE CAPT WAS CLRD FOR AN RNAV RWY 5 APCH & WAS TOLD TO CONTACT LONDON FSS ON 121.6 MHZ, 'NOW.' HOWEVER, HE DID NOT MAKE THE RADIO CALL UNTIL APRX 3 MIN LATER. THE ACFT BROKE OUT OF THE WX AT ABOUT 1000' & 1 MI FM THE ARPT (BEFORE THE RADIO CALL). AT THAT TIME, THE RWY LIGHTS WERE NOT ON. THE CAPT THEN ADVISED THE FSS TO TURN ON THE RWY LIGHTS & HE MADE A LEFT PATTERN TO CIRCLE BACK & LAND. DRG THE NEXT APCH, THE ACFT WAS HI & FAST ON FINAL APCH & TOUCHED DOWN LONG. THE 1ST OFFICER RECOMMENDED THAT THE CAPT MAKE A GO-AROUND, BUT THE CAPT ELECTED TO CONT THE LNDG. WHEN THE CAPT REALIZED THAT HE WOULD NOT BE ABLE TO STOP ON THE REMAINING RWY, HE RETRACTED THE GEAR. THE ACFT THEN SLIDOFF THE END OF THE RWY, WENT OVR AN EMBANKMENT, BECAME AIRBORNE FOR ABOUT 140', THEN IMPACTED IN A LARGE RAVINE AREA. THE WEIGHT MANIFEST WAS FND TO BE IN ERROR. AFTER ALLOWING FOR A 500 LB FUEL BURN-OFF, THE LANDING WEIGHT WAS ESTIMATED TO BE 14,668 LBS. THE MAX GROSS WT LIMIT WAS 14,500 LBS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - RAIN
5. (F) WEATHER CONDITION - DARK NIGHT
6. (F) RADIO COMMUNICATIONS - DELAYED - PILOT IN COMMAND
7. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
8. MISSED APPROACH

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

9. PLANNED APPROACH - INITIATED
10. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
11. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
12. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
13. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING

Findings

14. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND
15. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

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|----------------------------------|---|-------------------------------|----------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 29, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 01/24/1985 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 5688 hours (Total, all aircraft), 307 hours (Total, this make and model), 98 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|--------------|
| Aircraft Make: | SWEARINGEN | Registration: | N568UP |
| Model/Series: | SA-227 SA-227 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | AT568 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 3 |
| Date/Type of Last Inspection: | 02/12/1984, Annual | Certified Max Gross Wt.: | 14500 lbs |
| Time Since Last Inspection: | 58 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 783 Hours | Engine Manufacturer: | AIRESEARCH |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TPE-331 |
| Registered Owner: | UNITED PARCEL SERVICE CO. | Rated Power: | 1000 hp |
| Operator: | SAT-AIR, INC. | Operating Certificate(s) Held: | Air Cargo |
| Operator Does Business As: | | Operator Designator Code: | FAE |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | LOZ, 1212 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0611 EST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 1000 ft agl | Visibility | 1 Miles |
| Lowest Ceiling: | Overcast / 1000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 6°C / 3°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | LOUISVILLE, KY (SDF) | Type of Flight Plan Filed: | IFR |
| Destination: | (LOZ) | Type of Clearance: | IFR |
| Departure Time: | 0418 EST | Type of Airspace: | |

Airport Information

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|----------------------|---------------------|---------------------------|----------------------------|
| Airport: | LONDON-CORBIN (LOZ) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1212 ft | Runway Surface Condition: | Wet |
| Runway Used: | 5 | IFR Approach: | RNAV |
| Runway Length/Width: | 6000 ft / 150 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------------------|----------------------|-----------|
| Crew Injuries: | 2 Serious | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Serious, 1 Minor | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | EDWARD J MC AVOY | Report Date: | |
| Additional Participating Persons: | J. N HUMFLEET; LOUISVILLE, KY J. N KARAMANIAN; SAN ANTONIO, TX J. BARKER; LOUISVILLE, KY J. D MORGAN; SAN ANTONIO, TX | | |
| 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).