

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 01/15/2013

ERA12FA225 File No. 30712	03/15/2012	Franklin, NC	Aircraft Reg No. N7700T	Time (Local): 13:50 EDT		
Make/Model:	Cessna / 501			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt And Whitney Canada / JT15D-1B		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	4	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Venice, FL			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	Macon County Airport			Lowest Ceiling:	None	
Runway Identification:	25			Visibility:	10.00 SM	
Runway Length/Width (Ft):	5001 / 75			Wind Dir/Speed:	260 / 003 Kts	
Runway Surface:	Asphalt			Temperature (°C):	23	
Runway Surface Condition:	Dry			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 62			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	1159	
Private; Multi-engine Land; Single-engine Land				Last 90 Days:	16	
Instrument Ratings				Total Make/Model:	185	
Airplane				Total Instrument Time:	UnK/Nr	

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The pilot was not familiar with the mountain airport. The airplane was high during the first visual approach to the runway. The pilot performed a go-around and the airplane was again high for the second approach. During the second approach, the approach angle steepened, and the airplane pitched nose-down toward the runway. The nosegear touched down about halfway down the runway followed by main gear touchdown. The airplane then bounced and the sound of engine noise increased as the airplane banked right and the right wing contacted the ground. The airplane subsequently flipped over and off the right side of the runway, and a postcrash fire ensued.

Examination of the airframe and engines did not reveal any preimpact mechanical malfunctions. The examination also revealed that the right engine thrust reverser was deployed during the impact sequence, and the left engine thrust reverser was stowed. Although manufacturer data revealed single-engine reversing has been demonstrated during normal landings and is easily controllable, the airplane had already porpoised and bounced during the landing. The pilot's subsequent activation of only the right engine's thrust reverser would have created an asymmetrical thrust and most likely exacerbated an already uncontrolled touchdown. Had the touchdown been controlled, the airplane could have stopped on the remaining runway or the pilot could have performed a go-around uneventfully.

Updated at Jan 15 2013 9:29AM

Brief of Accident (Continued)

ERA12FA225				
File No. 30712	03/15/2012	Franklin, NC	Aircraft Reg No. N7700T	Time (Local): 13:50 EDT

OCCURRENCES

Landing-flare/touchdown - Landing area overshoot
Landing-flare/touchdown - Abnormal runway contact
Landing-aborted after touchdown - Loss of control on ground
Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Aircraft-Aircraft power plant-Engine exhaust-Thrust reverser-Incorrect use/operation - F
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to achieve a stabilized approach, resulting in a nose-first, bounced landing. Contributing to the accident was the pilot's activation of only one thrust reverser, resulting in asymmetrical thrust.