



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Lawrenceville, GA | Accident Number: | ATL05LA075 |
| Date & Time: | 04/26/2005, 1826 EDT | Registration: | N50KV |
| Aircraft: | Swearingen SA-26AT | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

While executing an instrument approach to land on runway 25, the airplane collided with the runway, and collapsed the right main landing gear. The airplane subsequently burst into flames after the pilot and passenger exited the airplane. Post-accident examination of the engines found both the left and right engine fuel controls in a low power setting. Examination of the propeller control found both propellers at 30-degrees. The pilot did not report any flight control or mechanical problems during flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare that resulted in a hard landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings
2. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

Factual Information

On April 26, 2005, at 1826 eastern daylight time, a Swearingen SA-26AT, N50KV, registered to Southland Leasing Company, and operated by the Airline Transport Pilot, collided with runway 25, and burst into flames during a landing at the Gwinnett County-Briscoe Airport, in Lawrenceville, Georgia. The flight was operated under the provisions of Title 14 CFR Part 91, and instrument flight rules. Instrument meteorological conditions prevailed and an IFR flight plan was filed. The pilot and passenger received minor injuries and the airplane sustained substantial damage. The flight originated from Spartanburg, South Carolina, on April 26, 2005, at 1741.

According to the pilot, just before touchdown the airplane turned right, and the left wing lifted and the right main gear hit the ground. He said the right main gear collapsed and the airplane bounced back into the air. He further said the airplane hit the ground a second time at a right angle to the runway's center line, and the left main and nose gear broke off and the airplane came to a stop on a taxiway. He stated that he and his passenger egressed the airplane through the emergency exit window on the right side of the airplane and got about 200 to 300 feet away when the airplane caught fire and burned. Airport crash fire rescue arrived shortly and extinguished the fire.

Post-accident examination of the airplane revealed that the right main landing gear collapsed on initial contact with the runway, and the left main and nose gear collapsed shortly after the right main and subsequently separated from the airplane. Examination of the engines found both the left and right engine fuel controls in a low power setting. Examination of the propeller control found both propellers at 30-degrees. The pilot did not report a flight control or mechanical problems during flight.

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Airline Transport; Commercial | Age: | 59, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last FAA Medical Exam: | 11/01/2003 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 05/01/2003 |
| Flight Time: | 14000 hours (Total, all aircraft), 3500 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------------|--------------------------------|---------------|
| Aircraft Make: | Swearingen | Registration: | N50KV |
| Model/Series: | SA-26AT | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | T26-115 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | 12/01/2004, 100 Hour | Certified Max Gross Wt.: | 9500 lbs |
| Time Since Last Inspection: | 94.5 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 9415 Hours at time of accident | Engine Manufacturer: | Garrett |
| ELT: | Installed, not activated | Engine Model/Series: | TPE 331-1-151 |
| Registered Owner: | Southland Leasing Co | Rated Power: | 840 hp |
| Operator: | Henry C Davis II | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | LZU, 1061 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1645 EDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear | Visibility | 3 Miles |
| Lowest Ceiling: | Broken / 700 ft agl | Visibility (RVR): | |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.78 inches Hg | Temperature/Dew Point: | 12 °C / 11 °C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Spartanburg, SC (SBA) | Type of Flight Plan Filed: | IFR |
| Destination: | Lawrenceville, GA (LZU) | Type of Clearance: | IFR |
| Departure Time: | 1741 EDT | Type of Airspace: | |

Airport Information

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|----------------------|--------------------------------------|---------------------------|---------|
| Airport: | GWINNETT COUNTY - BRISCOE FIEL (LZU) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1061 ft | Runway Surface Condition: | Dry |
| Runway Used: | 25 | IFR Approach: | ILS |
| Runway Length/Width: | 6000 ft / 100 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-----------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 33.983056, -83.966389 |

Administrative Information

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|--|--|---------------------|------------|
| Investigator In Charge (IIC): | Butch Wilson | Report Date: | 01/31/2006 |
| Additional Participating Persons: | Kathy Dore; Atlanta FSDO | | |
| 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 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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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](#).