



National Transportation Safety Board Aviation Accident Final Report

Location:	Camden, AR	Accident Number:	FTW02LA077
Date & Time:	02/06/2002, 0815 CST	Registration:	N93LV
Aircraft:	Beech 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

While the pilot was executing an instrument approach, the aircraft descended out of the clouds at 900 feet msl. During the landing flare, at approximately 15 to 20 feet above the runway, the pilot felt a shudder, the aircraft dropped and touched down "hard" separating the left main landing gear. Subsequently, the left wing contacted the ground, and the airplane skidded off the left side of the runway. According to an FAA inspector, the pilot admitted to making a "mistake" by letting the airplane get too slow with approach flaps.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent stall as the result of the pilot's failure to maintain proper airspeed. A contributing factor was the pilot's use of the approach flaps setting for the landing.

Findings

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

Findings

1. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) FLAPS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,MAIN GEAR - SEPARATION

Factual Information

On February 6, 2002, at 0815 central standard time, N93LV, a Beech 200 twin-engine airplane, was substantially damaged during a hard landing at Camden/Harrell Field, in Camden, Arkansas. The airplane was registered to and operated by Lockheed Martin Vought Systems of Grand Prairie, Texas. The airline transport rated pilot, copilot, and the six passengers were not injured. Instrument meteorological conditions prevailed, and an Instrument Flight Rules (IFR) flight plan was filed for the 14 Code of Federal Regulations Part 91 executive/corporate flight. The cross-country flight originated from Arlington, Texas, at 0710, and was destined for Camden.

The pilot reported to the NTSB investigator-in-charge, that while executing the GPS 18 approach to runway 18 at the Camden/Harrell Field Airport, the aircraft descended out of the clouds at 900 feet msl. During the landing flare, at approximately 15 to 20 feet above the runway, he felt a shudder, the aircraft dropped and touched down "hard" separating the left main landing gear. Subsequently, the left wing contacted the ground, and the airplane skidded off the left side of the runway.

Examination of the accident site by the airport manager revealed that the airplane touched down 800 feet from the approach end of the 6,501 foot asphalt runway.

The FAA inspector, who responded to the accident site, reported that both the left and right wing spars were damaged, the nose landing gear was damaged, and the left main landing gear was sheared off. Further examination of the airplane revealed that approach flaps setting was selected for the approach and landing.

The FAA inspector reported that the pilot admitted to making a "mistake" by letting the airplane get too slow with approach flaps.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	36, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	03/29/2001
Occupational Pilot:		Last Flight Review or Equivalent:	11/08/2001
Flight Time:	1900 hours (Total, all aircraft), 550 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
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; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	08/02/2001
Occupational Pilot:		Last Flight Review or Equivalent:	12/02/2001
Flight Time:	5300 hours (Total, all aircraft), 2200 hours (Total, this make and model), 4850 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N93LV
Model/Series:	200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-157
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/08/2002, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	24.1 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	9603.6 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-41
Registered Owner:	Lockheed Martin Vought Systems	Rated Power:	850 hp
Operator:	Lockheed Martin Vought Systems	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELD, 277 ft msl	Observation Time:	0753 CST
Distance from Accident Site:	24 Nautical Miles	Direction from Accident Site:	178°
Lowest Cloud Condition:		Temperature/Dew Point:	1° C / -1° C
Lowest Ceiling:	Overcast / 400 ft agl	Visibility	2.5 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	31.15 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Arlington, TX (GKY)	Type of Flight Plan Filed:	IFR
Destination:	Camden, AR (CDH)	Type of Clearance:	IFR
Departure Time:	0710 CST	Type of Airspace:	Class E

Airport Information

Airport:	Harrell Field (CDH)	Runway Surface Type:	Asphalt
Airport Elevation:	130 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	Global Positioning System
Runway Length/Width:	6501 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	33.622778, -92.763333

Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington	Adopted Date:	05/30/2003
Additional Participating Persons:	Buddy M Koellner; FAA FSDO; Little Rock, AR		
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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