



National Transportation Safety Board Aviation Accident Final Report

Location:	Dayton, TN	Accident Number:	ERA14CA276
Date & Time:	06/02/2014, 2350 EDT	Registration:	N120SC
Aircraft:	SWEARINGEN SA 226AT	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

Approximately five miles from the destination airport, the pilot conducted the before landing checklist and thought he had extended the landing gear. He continued the landing approach, and the airplane touched down with the landing gear retracted, resulting in substantial damage to the wing spar. The pilot did not report any mechanical anomalies that would have precluded normal operation prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to extend the landing gear during the approach, which resulted in a gear-up landing.

Findings

Aircraft	Landing gear system - Not used/operated (Cause)
Personnel issues	Forgotten action/omission - Pilot (Cause)
	Use of equip/system - Pilot (Cause)
	Use of checklist - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	11/15/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/11/2014
Flight Time:	(Estimated) 15000 hours (Total, all aircraft), 3800 hours (Total, this make and model), 10500 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SWEARINGEN	Registration:	N120SC
Model/Series:	SA 226AT AT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AT067
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	03/19/2014, 100 Hour	Certified Max Gross Wt.:	13735 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	25903 Hours	Engine Manufacturer:	Honeywell
ELT:	C91A installed, not activated	Engine Model/Series:	TPE-331-10UA
Registered Owner:	MCNEELY CHARTER SERVICE INC	Rated Power:	1000 hp
Operator:	McNeely Charter Service	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	2A0, 718 ft msl	Observation Time:	2355 CDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	20° C / 18° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	30.03 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Laredo, TX (LRD)	Type of Flight Plan Filed:	IFR
Destination:	Dayton, TN (2A0)	Type of Clearance:	None
Departure Time:	1915 CDT	Type of Airspace:	

Airport Information

Airport:	Mark Anton Airport (2A0)	Runway Surface Type:	Asphalt
Airport Elevation:	718 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.486111, 84.931111 (est)

Administrative Information

Investigator In Charge (IIC):	Eric Alleyne	Adopted Date:	10/27/2014
Additional Participating Persons:			
Publish Date:	10/05/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89348		

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