



National Transportation Safety Board Aviation Accident Data Summary

Location:	SHREVEPORT, LA	Accident Number:	FTW85LA110
Date & Time:	02/02/1985, 1540 CST	Registration:	N20QN
Aircraft:	SWEARINGEN SA-226T	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT LANDED ON RWY 05 WHICH WAS ICY AND COVERED WITH A BLANKET OF FRESH SNOW. HE STATED THE WIND WAS FROM 360 DEGS AT 10 KTS. HE HAD BEEN INFORMED OF POOR BRAKING CONDITIONS ON THE RWY. THE PLT USED MAIN WHEEL BRAKES AND REVERSE THRUST. THE ACFT DRIFTED OFF THE RIGHT SIDE OF THE RWY, WHEN THE THROTTLES WERE NEUTRALIZED, INTO THE SOFT SOD SURFACE WHERE THE NOSE GEAR COLLAPSED AND THE NOSE SECTION IMPACTED THE GROUND. THE PLT STATED SNOW COVERED A LAYER OF ICE ON THE RWY.

Probable Cause

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ICY
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

7. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED
8. (C) LANDING GEAR, NOSE GEAR - OVERLOAD

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	18300 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N20QN
Model/Series:	SA-226T SA-226T	Engines:	2 Turbo Prop
Operator:	FREEDOM AIR INC.	Engine Manufacturer:	AIRESEARCH
Operating Certificate(s) Held:	None	Engine Model/Series:	PTE331-3U-303
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SHV, 257 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2300 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 350°
Temperature:	-2° C	Visibility:	12 Miles
Precipitation and Obscuration:			
Departure Point:	CHATTANOOGA, TN (CHA)	Destination:	ED DORADO, AR (F43)

Airport Information

Airport:	SHREVEPORT REGIONAL (SHV)	Runway Surface Type:	Concrete
Runway Used:	5	Runway Surface Condition:	Snow--wet
Runway Length/Width:	4821 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): J O JOHNSON

Adopted 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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.