



National Transportation Safety Board Aviation Accident Final Report

Location:	Sanford, NC	Accident Number:	MIA01LA088
Date & Time:	03/01/2001, 1830 EST	Registration:	N3310K
Aircraft:	Temco GC-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated to an FAA inspector that she landed on the first 1,000 feet of the 6,500 foot-long runway. After touchdown, she felt that something wasn't correct with the right main landing gear and intentionally lifted off from the runway. She applied power to go around, then realized there was 4,000 feet of runway remaining. She landed again, this time approximately 1/3 to 1/2 down the runway. After touchdown, the airplane departed the left side of the runway onto grass collapsing both main landing gears. A witness reported seeing the airplane on final approach to runway 03 when the airplane was about 30 feet above ground level. The airplane was observed to land hard then bounced about the wingspan height above the ground. Engine power was heard to be applied and the airplane was observed in a steep climb. The witness did not observe the accident. Postaccident examination of the airplane by an FAA inspector revealed damage to the firewall. Wrinkles were noted in the left side of the fuselage aft of the firewall and also on the right side of the fuselage approximately 3 feet aft of the firewall. There was no evidence of contact with the right main landing gear or of the right wingtip with the runway. Coarse scratches were noted on the bottom of the left wing tip. According to the inspector, both main landing gears were down and locked when examined following recovery of the airplane. According to the person who purchased the airplane, the engine mount was broken. The gear box was intact and the retract mechanism was OK. A record of conversation form is an attachment to this report.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the airplane after the second touchdown following a bounced landing resulting in collapse of all landing gears.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

On March 1, 2001, about 1830 eastern standard time, a Temco GC-1B, N3301K, "registration pending", experienced collapse of both main landing gears while landing at the Sanford-Lee County Regional Airport, Sanford, North Carolina. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight originated about 1615 from the Hummel Field Airport, Saluda, Virginia.

The pilot stated to an FAA inspector that she landed on the first 1,000 feet of the 6,500 foot-long runway. After touchdown, she felt that something wasn't correct with the right main landing gear and intentionally lifted off from the runway. She applied power to go around, then realized there was 4,000 feet of runway remaining. She landed again, this time approximately 1/3 to 1/2 down the runway. After touchdown, the airplane departed the left side of the runway onto grass collapsing both main landing gears.

A witness reported seeing the airplane on final approach to runway 03 when the airplane was about 30 feet above ground level. The airplane was observed to land hard then bounced about the wingspan height above the ground. Engine power was heard to be applied and the airplane was observed in a steep climb. The witness did not observe the accident. A copy of the witness statement is an attachment to this report.

Postaccident examination of the airplane by an FAA inspector revealed damage to the firewall. Wrinkles were noted in the left side of the fuselage aft of the firewall and also on the right side of the fuselage approximately 3 feet aft of the firewall. There was no evidence of contact with the right main landing gear or of the right wingtip with the runway. Coarse scratches were noted on the bottom of the left wing tip. According to the inspector, both main landing gears were down and locked when examined following recovery of the airplane.

According to the person who purchased the airplane, the engine mount was broken. The gear box was intact and the retract mechanism was OK. A record of conversation form is an attachment to this report.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	46, Female
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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/07/2000
Occupational Pilot:		Last Flight Review or Equivalent:	02/28/2000
Flight Time:	4300 hours (Total, all aircraft), 45 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Temco	Registration:	N3310K
Model/Series:	GC-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3013
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/24/2000, Annual	Certified Max Gross Wt.:	1710 lbs
Time Since Last Inspection:	71 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3261 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1F6
Registered Owner:	Leo Ford-Barber	Rated Power:	180 hp
Operator:	Leo Ford-Barber	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RDU, 435 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1851 EST	Direction from Accident Site:	43°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	11° C / -5° C
Precipitation and Obscuration:			
Departure Point:	Saluda, VA (W75)	Type of Flight Plan Filed:	None
Destination:	Sanford, NC (KTTA)	Type of Clearance:	None
Departure Time:	1615 EST	Type of Airspace:	Class G

Airport Information

Airport:	Sanford-Lee County Regional (KTTA)	Runway Surface Type:	Asphalt
Airport Elevation:	247 ft	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	Unknown
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.582222, -79.101111

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	11/23/2001
Additional Participating Persons:	Robert C Sutherlin; FAA FSDO; Greensboro, NC		
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](#).