



National Transportation Safety Board Aviation Accident Data Summary

Location:	Sanford, NC	Accident Number:	MIA01LA088
Date & Time:	03/01/2001, 1830 EST	Registration:	N3310K
Aircraft:	Temco GC-1B	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	46
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; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	Leo Ford-Barber	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1F6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RDU, 435 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 260°
Temperature:	11° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Saluda, VA (W75)	Destination:	Sanford, NC (KTTA)

Airport Information

Airport:	Sanford-Lee County Regional (KTTA)	Runway Surface Type:	Asphalt
Runway Used:	03	Runway Surface Condition:	Dry
Runway Length/Width:	6500 ft / 100 ft		

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
Latitude, Longitude:	35.582222, -79.101111		

Administrative Information

Investigator In Charge (IIC): Timothy W Monville

Adopted Date: 11/23/2001

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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