



National Transportation Safety Board Aviation Accident Data Summary

Location:	Burnsville, NC	Accident Number:	ATL06LA041
Date & Time:	02/01/2006, 1145 EST	Registration:	N814ER
Aircraft:	Cessna 500	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

The right main landing gear collapsed on landing. According to the flight crew, after departure they preceded to Mountain Air Airport, where they performed a "touch-and-go" landing. Upon raising the landing gear following the touch-and-go landing, they got an "unsafe gear" light. The crew stated they cycled the gear back down and got a "three green" normal indication. They cycled the gear back up and again got the "gear unsafe" light. They diverted to Greensboro, North Carolina, and upon landing in Greensboro the airplane's right main landing gear collapsed. After the accident, gear parts from the accident airplane were discovered on the runway at Mountain Air Airport. Metallurgical examination of the landing gear components revealed fractures consistent with overstress separation and there was no evidence of fatigue. Examination of the runway at Mountain Air Airport by an FAA Inspector showed evidence the accident airplane had touched down short of the runway.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/altitude that led to an undershoot and the pilot's failure to attain the proper touchdown point.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR,MAIN GEAR - OVERLOAD
5. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Commercial	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2500 hours (Total, all aircraft), 700 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	13000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 12750 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N814ER
Model/Series:	500	Engines:	2 Turbo Jet
Operator:	Flite Services, Inc.	Engine Manufacturer:	Pratt & Whitney
Operating Certificate(s) Held:	None	Engine Model/Series:	JT-15D-1A
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 220°
Temperature:	9° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Asheville, NC (AVL)	Destination:	Greensboro, NC (GSO)

Airport Information

Airport:	Mountain Air (2NC0)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	2900 ft / 50 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:	35.870000, -82.347222		

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Adopted Date:	06/27/2007
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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