



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Tulsa, OK	<b>Accident Number:</b>	DFW07LA052
<b>Date &amp; Time:</b>	01/02/2007, 1140 CST	<b>Registration:</b>	YV-2045
<b>Aircraft:</b>	Fairchild Merlin SA-226-T	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The twin pressurized turboprop airplane veered to the left and departed the runway during landing on runway 19R. Runway 19R was reported to be a 5,102-foot long by 100-foot wide asphalt runway. The airplane came to rest on the grass between runway 13 and taxiway Juliet. The pilot reported that following a normal full-flap landing, the airplane started to veer to the left as soon as the nose wheel tires touched down on the runway. The pilot was not able to compensate for the uncommanded drift as result of the nose wheel steering mechanism. The airplane sustained structural damage to the nose section & nose wheel assembly. The 7 passengers and 2 crewmembers egressed the airplane normally and sustained no injuries. The reason for the uncommanded left drift could not be determined. A completed NTSB Form 6120.1 was not received from either one of the pilots nor the operator. The weather was reported as calm winds, 10 statute miles visibility, clear skies, temperature 45 degrees Fahrenheit, dew point 28 degrees Fahrenheit, and a barometric pressure setting of 30.41 inches of Mercury.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of control as result of the malfunction of the nose wheel steering mechanism during landing for undetermined reasons.

## Findings

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

### Findings

1. LANDING GEAR,NOSE GEAR - UNCOMMANDED
  2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  3. (C) LANDING GEAR,STEERING SYSTEM - FAILURE
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. LANDING GEAR,NOSE GEAR - COLLAPSED

## Pilot Information

Certificate:	Airline Transport	Age:	
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	5000 hours (Total, all aircraft), 1500 hours (Total, this make and model)		

## Co-Pilot Information

Certificate:		Age:	
Airplane Rating(s):		Instrument Rating(s):	
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild Merlin	Registration:	YV-2045
Model/Series:	SA-226-T	Engines:	2 Turbo Prop
Operator:	UNK	Engine Manufacturer:	Garrett-AiResearch
Operating Certificate(s) Held:	None	Engine Model/Series:	TPE-331
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:	KRVS, 638 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / , Variable
Temperature:	7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Lauderdale, FL (KFXE)	Destination:	Tulsa, OK (KRVS)

## Airport Information

Airport:	Richard L. Jones Jr (KRVS)	Runway Surface Type:	Asphalt
Runway Used:	19R	Runway Surface Condition:	Dry
Runway Length/Width:	5102 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	36.038333, -95.984444		

## Administrative Information

**Investigator In Charge (IIC):** Hector R Casanova

**Adopted Date:** 12/20/2007

**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](mailto: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.