



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Anchorage, AK	<b>Accident Number:</b>	ANC08CA057
<b>Date &amp; Time:</b>	04/04/2008, 1327 AKD	<b>Registration:</b>	N650PA
<b>Aircraft:</b>	Fairchild Swearingen SA 227-AC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

According to the operator's director of operations, maintenance personnel discovered damage to the twin-engine turboprop airplane during a routine, daily inspection. A review of the airplane flight logs revealed that the airplane's damage most likely occurred as the result of a hard landing event during the last flight, earlier that day. The airplane sustained structural damage to the wings and fuselage. Neither of the two pilots reported any preaccident mechanical problems with the airplane, nor did they report any hard landing event.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The flightcrew's misjudged flare while landing.

## Findings

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Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) FLARE - MISJUDGED - FLIGHTCREW

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	12/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	12/01/2007
<b>Flight Time:</b>	11596 hours (Total, all aircraft), 906 hours (Total, this make and model), 624 hours (Last 90 days, all aircraft), 201 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Co-Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	03/01/2008
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	02/01/2008
<b>Flight Time:</b>	2598 hours (Total, all aircraft), 2298 hours (Total, this make and model), 236 hours (Last 90 days, all aircraft), 87 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Fairchild Swearingen	Registration:	N650PA
Model/Series:	SA 227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	775B
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	04/01/2008, Continuous Airworthiness	Certified Max Gross Wt.:	16000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	36409 Hours	Engine Manufacturer:	Garrett-AiResearch
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-11U
Registered Owner:	PENINSULA AIRWAYS INC	Rated Power:	1000 hp
Operator:	PENINSULA AIRWAYS INC	Air Carrier Operating Certificate:	Commuter Air Carrier (135); On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	ST PAUL ISLAND, AK (SNP)	Type of Flight Plan Filed:	IFR
Destination:	Anchorage, AK (ANC)	Type of Clearance:	IFR
Departure Time:	1055 ADT	Type of Airspace:	

## Airport Information

Airport:	ANCHORAGE INTL (ANC)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	14	IFR Approach:	Visual
Runway Length/Width:	11584 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

**Investigator In Charge (IIC):** Clinton O Johnson **Adopted Date:** 05/28/2008

**Additional Participating Persons:** Jon R Edmonds; Anchorage FSDO

**Publish Date:**

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**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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