



National Transportation Safety Board Aviation Accident Data Summary

Location:	Somerset, KY	Accident Number:	ERA10LA103
Date & Time:	01/02/2010, 1521 EST	Registration:	N227ML
Aircraft:	FAIRCHILD SA227	Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

According to witness statements and tire marks on the runway, the airplane touched down more than halfway down the runway while landing with a slight quartering tailwind. As the nosewheel contacted the runway, the airplane veered to the right. The pilot applied full left rudder and full reverse on the left power lever, but was unsuccessful in correcting the alignment of the airplane. He then engaged the nosewheel steering button on the left power lever, and the airplane began a more aggressive turn to the right. It departed the runway, traveled down an embankment, and came to rest against the airport boundary fence.

Postaccident examination of the airplane, engines, brakes, and nose landing gear steering actuator revealed no obvious mechanical anomalies. After the airplane was repaired and returned to service it again experienced an intermittent loss of steering. As a result, a series of troubleshooting taxi tests were performed. The airplane veered off the runway as it reached an airspeed of 50 knots and the brakes were applied. Further examination of the airplane revealed damaged wires in the nosewheel steering harness, which would have caused an intermittent loss of steering. Although an electrical anomaly contributed to the loss of control, the fact that the pilots landed long, and potentially with excess speed, resulted in less runway and time available to recover from the anomaly.

Flight Events

Landing-landing roll - Loss of control on ground

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Damaged wiring in the nosewheel steering harness, which resulted in a loss of control during landing. Contributing to the accident was the pilots' improper touchdown point.

Findings

Aircraft-Aircraft systems-Landing gear system-Land gear sys wiring-Damaged/degraded - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Attain/maintain not possible - C

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C

Personnel issues-Action/decision-Action-Incorrect action performance-Flight crew - F

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	41
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:	(Estimated) 5398 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5220 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 625 hours (Total, all aircraft), 277 hours (Total, this make and model), 202 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	FAIRCHILD	Registration:	N227ML
Model/Series:	SA227	Engines:	2 Turbo Prop
Operator:	Locair, Inc	Engine Manufacturer:	Airesearch
Air Carrier Operating Certificate:	On-demand Air Taxi (135)	Engine Model/Series:	TPE331-11U
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SME, 927 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 2500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 310°
Temperature:	-7°C / -11°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Baltimore/Washi, MD (BWI)	Destination:	Somerset, KY (SME)

Airport Information

Airport:	Lake Cumberland Regional (SME)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	5800 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Ralph L Wilson

Adopted Date: 01/15/2013

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75216>

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