



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Nome, AK	<b>Accident Number:</b>	ANC11LA041
<b>Date &amp; Time:</b>	06/01/2011, 2140 AKD	<b>Registration:</b>	N168TT
<b>Aircraft:</b>	ECLIPSE AVIATION CORP EA500	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

The pilot indicated that, prior to the accident flight, the wing flaps had failed, but he decided to proceed with the flight contrary to the Airplane Flight Manual guidance. While conducting a no-flap approach to the airport, he decided that his airspeed was too fast to land, and he initiated a go-around. During the go-around, the airplane continued to descend, and the fuselage struck the runway. The pilot was able to complete the go-around, and realized that he had not extended the landing gear. He lowered the landing gear, and landed the airplane uneventfully. He elected to remain overnight at the airport due to fatigue. The next day, he decided to test fly the airplane. During the takeoff roll, the airplane had a severe vibration, and he aborted the takeoff. During a subsequent inspection, an aviation mechanic discovered that the center wing carry-through cracked when the belly skid pad deflected up into a stringer during the gear-up landing.

### Flight Events

Prior to flight - Flight control sys malf/fail  
 Landing-flare/touchdown - Landing gear not configured  
 Approach-VFR go-around - Abnormal runway contact

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot landed without lowering the landing gear. Contributing to the accident was the pilot's decision to fly the airplane with an inoperative wing flap system.

### Findings

Aircraft-Aircraft systems-Landing gear system-(general)-Not used/operated - C  
 Aircraft-Aircraft systems-Flight control system-TE flap actuator-Malfunction - F  
 Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
 Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - C  
 Personnel issues-Physical-Alertness/Fatigue-(general)-Pilot

### Pilot Information

<b>Certificate:</b>	Commercial; Foreign; Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2370 hours (Total, all aircraft), 205 hours (Total, this make and model), 2370 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ECLIPSE AVIATION CORP	Registration:	N168TT
Model/Series:	EA500	Engines:	2 Turbo Fan
Operator:	On file	Engine Manufacturer:	P&W CANADA
Air Carrier Operating Certificate:	None	Engine Model/Series:	PW610F-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	POAM	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 8000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 120°
Temperature:	6°C / 4°C	Visibility	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Anadyr (UHMA)	Destination:	Nome, AK (PAOM)

## Airport Information

Airport:	Nome (PAOM)	Runway Surface Type:	Asphalt
Runway Used:	10	Runway Surface Condition:	Dry
Runway Length/Width:	6001 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Christopher R Shaver	Adopted Date:	03/08/2012
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=80720">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=80720</a>		

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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.