



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Farmingdale, NY	Accident Number:	GAA16CA527
Date & Time:	06/20/2016, 1758 EDT	Registration:	N127WD
Aircraft:	SWEARINGEN SA226	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

According to the pilot in command (PIC), he was conducting an instructional flight for his "new SIC (second in command)," who was seated in the left seat. He reported that they had flown two previous legs in the retractable landing gear-equipped airplane. He recalled that, during the approach, they discussed the events of their previous flights and had complied with the airport control tower's request to "keep our speed up." During the approach, he called for full flaps and retarded the throttle to flight idle. The PIC asserted that there was no indication that the landing gear was not extended because he did not hear a landing gear warning horn; however, he was wearing a noise-cancelling headset. He added that the landing gear position lights were not visible because the SIC's knee obstructed his view of the lights. He recalled that, following the flare, he heard the propellers hit the runway and that he made the decision not to go around because of unknown damage sustained to the propellers. The airplane touched down and slid to a stop on the runway. The airplane sustained substantial damage to the fuselage bulkheads, longerons, and stringers.

The SIC reported that the flight was a training flight in visual flight rules conditions. He noted that the airspace was busy and that, during the approach, he applied full flaps, but they failed to extend the landing gear. He added that he did not hear the landing gear warning horn; however, he was wearing a noise-cancelling headset.

The Federal Aviation Administration Aviation Safety Inspector that examined the wreckage reported that, during recovery, the pilot extended the nose landing gear via the normal extension process. However, due to significant damage to the main landing gear (MLG) doors, the MLG was unable to be extended hydraulically or manually. He added that an operational check of the landing gear warning horn was not accomplished because the wreckage was unsafe to enter after it was removed from the runway.

The landing gear warning horn was presented by an aural tone in the cockpit and was not configured to be heard through the pilots' noise-cancelling headsets.

When asked, the PIC and the SIC both stated that they could not remember who read the airplane flight manual Before Landing checklist.

Flight Events

Landing-flare/touchdown - Abnormal runway contact
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot-in-command's failure to extend the landing gear before landing and his failure to use the Before Landing checklist. Contributing to the accident was the pilots' failure to maintain a sterile cockpit during landing.

Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Not used/operated - C
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
Personnel issues-Action/decision-Action-Lack of action-Pilot - C
Personnel issues-Task performance-Communication (personnel)-(general)-Flight crew - F
Personnel issues-Psychological-Attention/monitoring-Task monitoring/vigilance-Flight crew

Pilot Information

Certificate:	Commercial	Age:	68
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) 11450 hours (Total, all aircraft), 410 hours (Total, this make and model), 11175 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	45
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
Flight Time:	(Estimated) 1300 hours (Total, all aircraft), 5 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SWEARINGEN	Registration:	N127WD
Model/Series:	SA226 T(B)	Engines:	2 Turbo Jet
Operator:	PONDEROSA AIR LLC	Engine Manufacturer:	Garrett
Operating Certificate(s) Held:	None	Engine Model/Series:	TPE33110U501G
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KFRG, 81 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots, 210°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Westchester, NY (HPN)	Destination:	Farmingdale, NY (FRG)

Airport Information

Airport:	REPUBLIC (FRG)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	5516 ft / 150 ft		

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
Latitude, Longitude:	40.728889, -73.413333 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	06/20/2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94377		

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