

Brief of Accident

Adopted 02/12/2013

CEN12LA066 File No. 30832	11/16/2011	Flint, MI	Aircraft Reg No. N168SL	Time (Local): 09:40 EST
Make/Model:	Piaggio Aero Industries Spa / P180		Fatal	Minor/None
Engine Make/Model:	P&w Canada / PT6A-66B	Crew	0	2
Aircraft Damage:	Substantial	Pass	0	2
Number of Engines:	2			
Operating Certificate(s):	Fractional Ownership			
Name of Carrier:	AVANTAIR INC			
Type of Flight Operation:	Non-scheduled; Domestic; Passenger Only			
Reg. Flight Conducted Under:	Part 91 Subpart K: Fractional			
Last Depart. Point:	Detroit, MI	Condition of Light:	Day	
Destination:	West Bend, WI	Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip	Basic Weather:	Visual Conditions	
Airport Name:	Bishop International Airport	Lowest Ceiling:	None	
Runway Identification:	18	Visibility:	10.00 SM	
Runway Length/Width (Ft):	7848 / 150	Wind Dir/Speed:	290 / 018 Kts	
Runway Surface:	Asphalt	Temperature (°C):	4	
Runway Surface Condition:	Dry	Precip/Obscuration:	No Precipitation	
Pilot-in-Command	Age: 33	Flight Time (Hours)		
Certificate(s)/Rating(s)		Total All Aircraft:	3851	
Airline Transport; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days:	159	
Instrument Ratings		Total Make/Model:	2023	
Airplane		Total Instrument Time:	UnK/Nr	

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

During climb to cruise, the captain increased left engine power and the engine power lever became jammed in the full forward position. This condition resulted in an engine overtorque and overtemperature condition, and the captain shut down the left engine. After the engine shutdown, both primary flight display screens went blank. The captain reset the right generator and the flight displays regained power and display. Due to the engine shutdown, the captain diverted to a nearby airport and attempted a single-engine precautionary landing in visual flight rules conditions.

Based on wind conditions at the airport (290 degrees at 18 knots), runway 27 was being used for operations. During the descent, the crew became confused as to their true heading and were only able to identify runway 27 about a minute before touching down due to a 50-degree difference in heading indications displayed to the crew as a result of the instrument gyros having been reset. Accurate heading information would have been available to the crew had they referenced the airplane's compass. Having declared an emergency, the crew was cleared to land on any runway and chose to land on runway 18. After touchdown, the captain applied reverse thrust on the right engine and the airplane veered to the right. The airplane flight manual's single-engine approach and landing checklist indicates that after landing braking and reverse thrust are to be used as required to maintain airplane control. The airplane continued to the right, departed the runway surface, impacted terrain, flipped over, and came to rest inverted. At the point of touchdown, there was about 5,000 feet of

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runway remaining for the landing roll. The loss of directional control was likely initiated when the captain applied reverse thrust shortly after touchdown, and was likely aggravated by the strong crosswind. Postaccident examination of the airplane showed a clevis pin incorrectly installed by unknown maintenance personnel that resulted in a jammed left engine power lever. No additional anomalies were noted with the airplane or engines that would have precluded normal operation.

Updated at Feb 12 2013 2:15PM

Brief of Accident (Continued)

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Time (Local): 09:40 EST

OCCURRENCES

Enroute-climb to cruise - Loss of engine power (partial)
Landing-flare/touchdown - Loss of control on ground
Landing-flare/touchdown - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Pilot - F
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Aircraft-Aircraft power plant-Engine controls-Power lever-Malfunction - F
Aircraft-Aircraft power plant-Engine controls-Power lever-Incorrect service/maintenance - F
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Decision related to condition - F

Findings Legend: (C) = Cause, (F) = Factor

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

The captain's failure to maintain directional control during landing with one engine inoperative. Contributing to the accident was an improperly installed clevis pin in the left engine power lever, the crew's delay in accurately identifying their heading, and their subsequent selection of a runway with a strong crosswind.