



National Transportation Safety Board Aviation Accident Final Report

Location:	LIVERMORE, CA	Accident Number:	LAX85LA236
Date & Time:	05/03/1985, 2142 PDT	Registration:	N444LM
Aircraft:	FAIRCHILD SA226T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE ACFT LANDED HARD AND SHORT OF THE RUNWAY. THE IMPACT COLLAPSED THE RIGHT MAIN LANDING GEAR AND THE ACFT WAS DESTROYED BY THE POST CRASH FIRE. THE PLT REPORTED THAT ON SHORT FINAL A MUFFLED 'POP' WAS HEARD AND THE ACFT YAWED TO THE RIGHT. DIRECTIONAL CONTROL WAS REGAINED AND THE ACFT LANDED HARD. POST ACCIDENT INSPECTION FAILED TO DISCLOSE ANY PRE-IMPACT FAILURE/MALFUNCTION OF THE ACFT OR ENGS. RIGHT ENG PROP SLASH MARKS IN THE RWY INDICATE PWR WAS BEING PRODUCED ON THE ENG AT TOUCHDOWN.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DESCENT - IMPROPER - PILOT IN COMMAND
2. PULL-UP - DELAYED - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/28/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 12700 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N444LM
Model/Series:	SA226T SA226T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T295
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	04/06/1985, Continuous Airworthiness	Certified Max Gross Wt.:	10062 lbs
Time Since Last Inspection:	40 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3468 Hours	Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	TPE-33134303G
Registered Owner:	LANDMARK LAND CO.	Rated Power:	840 hp
Operator:	LANDMARK LAND CO.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LVK, 397 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2046 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 11° C
Precipitation and Obscuration:			
Departure Point:	THERMAL, CA (TRM)	Type of Flight Plan Filed:	None
Destination:	LIVERMORE, CA (LVK)	Type of Clearance:	None
Departure Time:	2000 PDT	Type of Airspace:	Class G

Airport Information

Airport:	LIVERMORE (LVK)	Runway Surface Type:	Asphalt
Airport Elevation:	397 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4005 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	J. A WALL	Report Date:	
Additional Participating Persons:	JAMES ARTHUR; OAKLAND, CA JACK D MORGAN; JAN, TX PETER BAKER; PHOENIX, AZ ROGER W STALLKAMP; PIQUA, OH		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).