



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Accident Site and Airframe
Examinations
CEN21LA071
Lufkin, Texas
December 2, 2020

Accident Scene Findings

Inspection of the accident site revealed that after the excursion on runway 16, the airplane traveled down a small grass covered hill, and went through an airport perimeter fence and a small drainage ditch. The airplane then crossed over a road and struck another fence and slid about 150 ft. into a grass field. The airplane came to rest upright with all landing gear sheared during the excursion sequence. A video of the accident showed that runway 16 had a significant amount of water on the runway at the time the airplane landed.



Photo 1 Airplane at Accident Site (Source: FAA)

Skid marks observed at the departure end of runway 16 were traced back to the approach end of the runway. It was estimated that the airplane touched down about 1,000 ft. beyond the approach end of runway 16. The marks, which corresponded with the tread on the airplane's tires, stretched about 2,600 ft. The skid marks exhibited modulations in color and rubber displacement consistent with antiskid system operation.



Photo 2 Tire Skid Marks on Runway 16 (Source: FAA)

Airframe Examination Findings

Examination of the wheel brakes on both main landing gear did not reveal any mechanical anomalies.

Examination of the tires did not reveal any abnormal of flat spots.

The tires' tread depth varied between 2-3 tenths of a inch. Tire pressures could not be obtained since all tires were ruptured during the excursion sequence.

No mechanical anomalies were found with the antiskid system.

The cannon plug connectors containing the antiskid transducer wires were examined and the pins and connectors were clean and free of corrosion.

Pneumatic pressures on the brake accumulators were normal.

The antiskid switch in the cockpit was found in the “ON” position.



Photo 3 Cockpit Antiskid Switch (Source: FAA)

Alexander Lemishko

Senior Air Safety Investigator
NTSB Central Region Aviation