



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 5/5/2021
Person Contacted: Jason M. Arthur (FAA Inspector)
NTSB Accident Number: ERA21LA209

Narrative:

The individual noted above provided the following information via email memorandum. The below contents are a summary of what was reported:

On May 5, 2021 Inspector Arthur (JMA) was dispatched to the scene of an aircraft accident at the Ridgeland-Claude Dean Airport (3J1) in Ridgeland, SC. Upon arrival at approx. 1615 hours local, JMA found N22ST to be in the swamp water off the end of runway 36. The aircraft was largely intact, except for the nose gear and right main gear that appeared to be detached. Present at the accident site was the Acting Airport Manager, Danny Lucas, Jasper County Emergency Services Deputy Chief, Russell Wells. The flight crew of N22ST was also present. The PIC was Greg Combs, ATP Cert and the SIC was Beau Brinkly, Commercial Cert.

According to data from the from 8020-9 the accident aircraft landed at 1433Z (1033 local). No weather reporting was available on the field, but the 8020-9 included a METAE Observation from SAV airport showing winds from 270 at 7 knots.

The crew appeared uninjured and the passengers (5 reported) were not present. The crew stated they were all uninjured, had departed the area, and were currently golfing. Pictures of the scene were taken and distances were measured. From the end of the runway to the edge of the water measured approx. 300 ft via iPhone GPS coordinates. From the waters edge to the aircraft was approx. another 100 feet. That was measured by a crane operator who was to later pick the aircraft up and move it to a flat bed. Light skid marks could be seen on the runway that appeared to be associated with N22ST, as they matched the tire pattern, gear width, and were seen to depart the runway. These were light marks most of the way down the runway, starting at roughly the 1000 foot marker, and only getting darker within approx.. 30 feet of the end of the runway.

Inspector conducted oversight as the aircraft was retrieved from the water and placed on the flatbed.



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JMA then conducted an interview with the crew. JMA took pictures of the crew's certificates and medicals. With the crew's permission, JMA recorded that interview. The PIC mostly provided the statement with occasional input from the SIC. The PIC Combs stated that as they began the approach, they were a bit high, so they conducted a shallow turn to one side to lose altitude. Other than that he stated the approach was unremarkable. He stated he crossed the runway threshold at ref+10 which is normal and touched down right at ref, or slightly below. He stated he applied brakes and thrust reversers and was getting no noticeable deceleration. He indicated that he believed that the thrust reversers were not deployed yet. Eventually the SIC offered to help with braking, which he did. The aircraft departed the runway after some shallow turns (as indicated by the skid marks). It then traveled down a shallow hill and into the swampy water.

The crew stated that as the plane came to rest, they did a passenger check and found everyone was physically okay. They then performed a shut-down check and evacuated passengers through the main cabin door.

After the plane had been moved from the water to the flat bed, it was repositioned to a remote grassy area beside the runway at 3J1. Once secured, the aircraft was able to be entered for inspection. JMA photographed the cockpit with all observable switch positions and observable paperwork, to include flight plans, trip sheets, registration application, airworthy certificates, and quick reference checklists. Of note, the ground Spoiler/brake position was found in the "Land" position. No aircraft power was applied to any systems. The aircraft had a registration application with an applicant name of Guilford Transportation Services, LLC. Document signed by Sean Baird. The document was stamped as "ORIGINAL DOCUMENT FILED AT THE F.A.A. BY IAT.S DATE 3-10-2021" The actual registration in the plane was for TLD AVIATION, LLC.

On May 11, JMA returned to 3J1 to oversee component removal per direction of NTSB. Upon arrival, JMA spoke with Doug Paul of Gulfstream. He showed me a video given to him and taken by the Airport Manager Danny Lucas of the landing of N22ST in which he had gone off the runway. Notable on the video were the thrust reversers being deployed but no spoilers being deployed. Apparently Mr. Lucas is in the habit of videoing jet traffic landing at 3J1. He also had a previous video of N22ST landing on another day. This was taken with his personal phone. Mr. Paul gave JMA a copy of the video via thumb drive and also sent the video straight to the NTSB. JMA took possession of the thumb drive but has yet to open it, due to Government protocols with external drives.

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