

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24FA266

WRECKAGE EXAMINATION

June 18, 2024

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A. ACCIDENT

Location: Jackson, GA. / Seven Lakes Airport (62GA)

Date: June 17, 2024

Time: 19:49

Left Seat: Glenn H. Hancock

Right Seat: Daniel W. Gryder

Aircraft: Lockheed 12A

Registration: NC2072

B. WRECKAGE EXAMINATION

Investigation Team:

IIC	Eric Alleyne NTSB - ERA Georgia
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FAA Inspector	James Manning FAA/Atlanta FSDO College Park, GA.
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C. SUMMARY

- D.** On June 17, 2024, at 1949 eastern daylight time, a Lockheed 12A airplane, N2072, was substantially damaged when it was involved in an accident at Jackson, Georgia. The commercial pilot and two passengers were seriously injured. The flight was operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight.

E. DETAILS OF THE EXAMINATION

1.0 Accident Site

According to the Federal Aviation Administration, the airplane was landing on runway 36 at Seven Lakes Airport (62GA), Jackson, Georgia. During the landing roll, the airplane veered off the left side of the runway and collided with a tree line. A review of the accident site revealed that the airplane came to

rest about 1,682 ft down runway 36 and approximately 50 ft off the side of the runway. The airplane's cockpit was crushed aft towards the cabin section. A tree trunk, about two ft in circumference, was observed within the cockpit. The instrument panel was buckled around the tree trunk within the cockpit. The pilot's, co-pilot's, and passenger seats were crushed up and back towards the cabin.

All flight control surfaces remained intact, and flight control continuity was observed to the cockpit. The flaps were found in the extended position. Upon examination of the cockpit, it was noted that the engine throttle controls were in the closed position. The left and right propellers were set to 'high pitch/decrease rpm.' Additionally, the left and right mixture controls were in the lean position.

Examination of the left fuel tank selector revealed it was in the "OFF" position. The fuel tank selector on the right side was protruding from the panel, rendering its position unreliable.

The carburetor heat controls were observed in the cold position. The control lock was released, and the tailwheel control lever was locked; however, despite being in the locked position, the locking tab mechanism on the tail wheel assembly was found to be unlocked.

(Note: the control panel was crushed aft). See Figures 1, 2 and 3.



Figure 1. Cockpit



Figure 2.



Figure 3. Picture taken by FAA inspector during onsite examination.

2.0 Landing Gear Examination

Examination of the main landing gear braking system revealed that the B-nut fitting on the right-side main landing gear was finger-tight, with hydraulic fluid observed leaking around it.

The B-nut fitting on the left main landing gear was tight and immovable by hand. No fluid leakage was observed from this fitting, but hydraulic residue was present around it. (**see figure 4 & 5**)



Figure 4. Hydraulic fluid was observed “leaking” around the right-side B-Nut fitting.



Figure 5. Right-side loose B-Nut fitting & hydraulic fluid leakage.

Examination of the left main landing gear reveal that the "B-Nut" fitting was tight and could not be moved by hand. Fluid was not observed leaking from the "B-Nut", but hydraulic residue was observed around the fitting. (See Figure 6.)



Figure 6. Hydraulic fluid residue

Submitted by:

Eric Alleyne
Air Safety Investigator, NTSB