

FAA INSPECTOR STATEMENT

6/21/2012

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On June 18, 2012 this office was notified that a Beechjet 400A had ran off a runway while landing at DeKalb-Peachtree (PDK) Airport Atlanta, Ga. I was assigned to accompany FAA Inspectors Russell Standifur and Mark Ricker to investigate the accident.

We arrived at PDK at approximately 1130 AM. The local fire department and police were already on scene working the accident. I noticed the aircraft resting on its lower fuselage in the southwest grass area of the airport. Approximately a quarter of the fuselage had penetrated through the airport chain link fence and the aircraft had come to a complete stop approximately 5 to 10 feet from Dresden Dr.

The fire department was foaming down the left hand (LH) and right hand (RH) aircraft wings due to fuel leaking. We talked to the fire chief and he told us that the aircraft had two pilots and two passengers on board and all four had already been taken to two hospitals. We were told that there were no fatalities on scene but both pilots and one passenger were injured. We were then directed to DeKalb Police Detective S. Paulin who was taking witness statements from three individuals who were on Dresden Drive when the accident occurred.

I talked to one of the witness', Vijay Patel, while Inspector Ricker talked to the other two. Mr. Patel began to tell me that he was coming from Precision Auto Tune from Plaster Road and turned to go northeast on Dresden Dr. He stated that when he turned on Dresden Dr. he heard a very loud noise and saw the plane coming off the runway at a high speed. He stopped his vehicle on Dresden Dr. and saw one of the aircraft tires flying in front of his car across Dresden Dr. and imbedded into a fence across the road. He stated that if the aircraft did not come to a stop it would have crashed into his vehicle. He stated that he got very scared and drove his vehicle northeast down Dresden Dr. and parked on the side of the road away from the aircraft. He then proceeded to walk back to the aircraft and saw that the pilots and passengers had already exited the aircraft. He noticed that both of the pilots were bleeding very badly with one pilot having a ear cut off. He stated that the police and fire department did come on the scene and took charge of the accident. I asked him if he included everything what he told me in the statement that he gave to the detective, which he said he did. All personnel information about Mr. Patel was included on the police statement.


I then proceeded to the location where the aircraft was resting. I saw one of the aircraft landing gear assemblies impeded into a fence across from Dresden Dr. I noticed that the aircraft nose was ripped on the upper portion of the fuselage and saw the nose landing gear assembly separated from the

aircraft and laying approximately 6 feet from the LH side of the main fuselage. I walked around the aircraft and noted that the RH main landing gear was collapsed and laying under the RH side of main fuselage. The tail section of the aircraft was intact and I didn't notice any damage at that time. The aft upper portion of the main fuselage had separated just forward of the tail section of the aircraft. I looked at the aircraft identification plate on the LH aft side of the main fuselage and noted that the aircraft was a Beechjet model 400A, Serial Number RK-70. I started taking pictures of the nose, LH/ RH sides and tail section of the aircraft. I noted that the aircraft had departed from the LH side of runway 20 and traveled on the upper portion of the grass embankment where it went down the southwest side of the embankment and came to a stop without the landing gear attached to the aircraft.

I looked into the RH side of the cockpit from the outside of the windscreen and noted blood on the RH pilot side seat, headset and on the instrument panel. The RH visor was separated and laying on top of the instrument glare shield also with blood on it. The LH and RH throttles were noted at that time to be in the shutoff position. I did not enter the aircraft due to the firefighting foaming agent being applied on the LH side of the aircraft in front of the main entrance door.

The Hazmat Crew started to defuel the aircraft and at approximately 4 PM the aircraft was lifted by an outside contractor and the aircraft defueling process was continued through the sump drains under the main fuselage and LH/RH wings. After about an hour the aircraft defueling process was completed and the aircraft Emergency Locator Transmitter (ELT) was turned off. The aircraft Cockpit Voice Recorder (CVR) was removed and placed into my custody. The aircraft was then placed on a trailer where it was transported to a hangar space on PDK airport for further investigation. Inspector Standifur and I departed the scene at approximately 1730 PM to return to the Atlanta FSDO office. I gave custody of the CVR to Inspector Standifur at the FSDO office.

This statement is to the best of knowledge and recollection of the events that occurred.



Rick D. Flores Sr.
ASI Atlanta FSDO



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Inspector Statement
Of
Mark C. Ricker

June 21, 2012

On 6/18/12 at approximately 11A, I arrived on scene at DeKalb Peachtree Airport (PDK) to investigate accident involving N826JH, Beech 400A S/N RK-70. I observed the aircraft had run off the runway and down a large embankment at the end on runway 20L. The aircraft had come to rest approximately 20FT from Dresden Dr.

The following things were noted:

- 1 All landing gear had been torn off the aircraft.
- 2 The left main gear came to rest on the far side of Dresden Dr. against a fence.
- 3 The nose gear was laying to right of the nose but was not attached. The right main was laying to right side of the aircraft fairly close.
- 4 The left engine was lying on the side of the fuselage as the pylon had collapsed.
- 5 The empennage had split from the top just aft of the rear pressure bulkhead.
- 6 The nose electronics bay just forward of the pressure bulkhead had split.
- 7 The crew and pax had egressed from the main cabin door.
- 8 The emergency exit had not been disturbed.
- 9 There was damage to the aircraft causing fuel to leak, from an unknown location on the aircraft.
- 10 The flaps on the aircraft were in the stowed position. The flap extend/retract switch in the cockpit was in the full down (30 degree) position. The flaps showed no damage or scrapes. The left flap had inboard damage from the L/H main landing gear.
- 11 Both T/R's were in the stow position; however the bottom side of the buckets were down several inches. The right T/R lower bucket had a broken bracket. Both lower T/R buckets showed impact damage.
- 12 ELT was going off as noted by airport authorities' ground radio on 121.5.

I met with Detective S. Paulin with DeKalb Police, he provided 3 witnesses:

Mark Anderson phone # [REDACTED]

Mr. Anderson stated to me that he did not observe the T/R's being extended. He believed that he had heard tires squealing. He saw both engines were still running when he approached the aircraft to help the pax egress the aircraft. He also observed leaking fuel.

Jason Apple phone # [REDACTED]

Mr. Apple heard squealing tires and witnessed the aircraft coming down the embankment at the end of the runway.

Vijay Patel phone # [REDACTED]

Mr. Patel was interviewed by FAA Inspector Rick Flores.

First Responder for Police was DeKalb Police Officer Santiago badge # 1938, phone # [REDACTED]
[REDACTED] He arrived and began to quarantine the area and aircraft. The EMT's were already on scene.

He provided the names of the crew and pax:

Pilots:

Phillip McClendon DOB [REDACTED]

Morris McClendon DOB [REDACTED]

PAX

Jay Machleit DOB [REDACTED]

Daniel Johnson DOB [REDACTED]

Pilots were taken to Grady Memorial Hospital

PAX were taken to Atlanta Medical Center

Inspector's Ricker and Flores attempted to interview the ATC at the PDK tower. We met with Scott Brady phone # [REDACTED] he was the ATC on duty at the time of the accident. We were unable to obtain a written or verbal statement. We were advised to contact Melonie Gaeta for accident package, as they were conducting their own investigation.

I stayed on scene until 1600. Inspectors Russell Standifur and Rick Flores remained until the aircraft was secured later in the evening.

On 6/19/12, Inspector Standifur and I returned to PDK to inspect the aircraft at PDK's facilities maintenance area. Aircraft was sitting on a trailer owned by Atlanta Air Salvage. Inspector Standifur had secured the aircraft the prior evening with tape. Tape was undisturbed. We removed the tape and entered the aircraft. Inspector Standifur relayed the position of the following switches and circuit breakers:

1. 2 ea landing lights and continuous lights C/B's popped
2. Flood Instrument C/B popped
3. Flap C/B popped
4. L/H bleed valve C/B popped
5. Pilot clock C/B popped
6. PFD 1 C/B popped
7. ADC1 C/B popped
8. FCS2 C/B popped
9. COMM2 C/B popped
10. NAV2 C/B popped
11. FMS2 C/B popped
12. DPS2 C/B popped
13. Copilots' stby audio C/B popped
14. Avionics annunciator dimmer C/B popped
15. Landing Gear handle was in down position
16. Emergency brake is not saftied, copper wire is on handle but is broken
17. Power levers are in cutoff position
18. Engine fuel computers are in off position
19. Speed Brake is in retract position
20. Flap handle is in full down position (30 degrees)
21. Emergency landing gear door close is stowed and unsaftied

22. Emergency landing gear down is stowed and unsaftied

The following manuals were found in the aircraft:

1. Pilots checklist
2. Beechcraft/Flight Safety POH Rev 1-2009

Inspector Standifur checked the TR levers for continuity, check was good in cockpit.

Inspector Standifur and I inspected the flap push-pull tubes on the right wing, no damage was noted and all parts appeared to be intact.

I obtained a statement from Doug Lackey phone # [REDACTED] Mr. Lackey works for Epps Aviation and is the Line Supervisor. He was standing in front of Epps on the first row and observed the aircraft as it came in for landing. He stated that the aircraft was coming in fast and landed on 20L close to VOR antenna.

I obtained a statement from Paul Bowen phone # [REDACTED] Mr. Bowen work for Epps Aviation Line Service. He was standing in front on Epps on the ramp next to taxiway Bravo. He witnessed the aircraft landing at a high rate of speed and touched down near the VOR antenna.

I inquired with the Line Service at Atlantic FBO, no witnesses were found. I inquired with Signature FBO Line Service, no witnesses were found.

On 6/20/12, I emailed Melonie Gaeta and requested a accident package.

Mark C. Ricker
FAA Aviation Safety Inspector

[REDACTED]

Inspector Statement
Accident Investigation of N826JH
06/18/2012

On June 18, 2012 I responded to an accident involving N826JH. The aircraft departed from Northeast Alabama Regional (KGAD) flying to Peachtree-DeKalb Airport (PDK), Georgia on an IFR Part 91 flight continuing on to Jacksonville, Florida (JAX) with four souls on board. The accident occurred at approximately 10:06 Central Standard Time.

After arriving, all occupants of the aircraft where taken to medical centers. The aircraft was resting next to Dresden Drive approximately 600 to 700 feet from end of runway and sustained substantial damage.

The aircraft main landing separated from the aircraft and the fuselage was cracked open at the rear pressure bulkhead. The nose section at the front pressure bulkhead was partially separated from fuselage and still attached. The nose gear was resting in front of the aircraft. The left main gear was resting across Dresden Drive approximately 50 feet in front of the aircraft. The right main gear was under the right wing but separated from the aircraft. Both main tires showed no signs of flat spotting.

Both engine pylons showed downward deflection because of impact and the aircraft was leaking fuel under the wings. Each engine thrust reverser was in the closed position. The bottom part of each thrust reverser for each engine was partially open with the control linkages either bent or broken. The flaps where in the retracted position at the accident scene.

Entrance into the aircraft was unavailable at this time due to the fuel leaking from the aircraft. Observation of the cockpit from the outside showed the gear handle in the down position and the flap handle in the down position. The power levers where in the cut-off position with thrust reverser controls in the stowed position. The anti-skid switch was in the on position and various circuit breakers where popped.

The path of the aircraft was followed back to the first signs of skid marks coming from the centerline of Runway 20L. The main gear skid marks coming out of the tire rubber on Runway 20L, started at approximately 5000' from beginning of the runway. Both main gear skid marks continued left of the centerline all the way to the end of the runway. Each main gear skid mark was showing signs of anti skid engagement with a pattern of dark and light skid marks alternating to the end of the runway. The left main wheel skid marks was more pronounced than the right main wheel skid marks until approximately the last 50 feet of the runway.

Following the exit of the aircraft off of the runway, ground marks of all the main gear still attached to the aircraft where followed until the terrain gradually declines toward Dresden Drive for approximately 200 to 300 feet. At this point a small crevasse is in the ground at which the aircraft's left gear dug into the ground and the left wing dipped and scrapped the ground. The terrain continues until it drops off abruptly to a steeper angle

before the airport service road. The aircraft continued on its path until the hill side dropped off which made the aircraft airborne again for a short time until it came down on the service road. It turned slightly left and skidded through the airport fence and came to rest next to Dresden Drive.

The accident scene security was maintained by the FAA and local authorities until the accident aircraft was removed. NTSB (Eric Eleen) arrived on scene roughly one to two hours after the accident. All information gathered to that point was passed onto the NTSB.

The NTSB asked if I could secure the Cockpit Voice Recorder (CVR) before the aircraft was moved to a more secure sight. I agreed and started the chain of custody procedure. During the removal process of the CVR, the ELT was accessed and turned off.

I took possession of the CVR and closed and secured the cabin door with tape for inspection of the aircraft the next day. The CVR remained in my custody until it was shipped to the NTSB Lab in Washington, D.C. per the NTSB investigator in charge (Reassigned to Timothy Monville).

June 19, 2012- Mr. Mark Ricker and I performed a post accident inspection of the aircraft. The tape that was used to seal the cabin door for security was intact. We took pictures and notes of the configuration of the cockpit. Various circuit breakers were popped on the cockpit circuit breaker panels. One item of note was that the flap circuit breaker was one of these mentioned circuit breakers.

The main battery switch was off and photos were taken of both cockpit switch panels to show their position. Items of interest were noted that the flap handle is placed in the 30 degree position, anti skid switch was in the "on" position.

The power levers are in the cut-off position. Emergency gear down control and the emergency door control was not safetied. The emergency brake control has broken safety wire on the handle. Thrust reverser cable continuity was checked and resistance was felt trying to engage thrust reversers.

The flight manual, MEL, RVSM manuals were in the cockpit area. A flight log was also found with recordings of previous flights including partial completion of the flight into PDK. A maintenance tracking sheet was also in the flight log. Pictures were taken of the both items and placed back in the cockpit.

The cabin area was intact from the front of the aircraft to the back of the cabin with overhead panels and O2 masks deployed. The rear of the cabin has damage from the accident next to the rear bulkhead where the fuselage flexed and broke open.

Outside inspection revealed damage that was mentioned earlier in this statement. Flap inspection showed the flaps in the retracted position. The right flap inspection panel was opened up to check for continuity of the right flap. The rods were intact and attached with

no signs of distortion or bending from impact of the flaps being pushed back up into their retracted position. The trailing edge of both flaps showed no signs of damage up to each respecting main gear wheel area. The damage confined to the flaps around the main gear area was consistent with the main gear separating from the aircraft during the accident.

An inspection of each engine thrust reverser showed both upper thrust reversers in the close and locked position. The lower thrust reversers were partially open. Further inspection revealed the right thrust reverser inboard actuating arm was broken in half with the arm on the airframe in the locked position. The right outboard arm was distorted and bent. The left lower thrust reverser had both actuating arms bent but still attached on both ends.

The horizontal tail was in an unknown position above the visual aid (which indicates the neutral position).

During our inspection the owner (Jay Machleit), Josie Rivera (a friend of Jay Machleit), and Harry D. Brooks (Insurance agent) showed up and introduced themselves. They requested to access the aircraft to retrieve personal items from the aircraft. Mr. Ricker and I assisted in finding the items they requested. The aircraft inspection was terminated soon afterword.

Mr. Timothy Monville (NTSB) contacted me later this same day and asked me to assist him on getting the TWAS unit removed. I told him I would come back to the aircraft tomorrow and begin that process.

June 20, 2012- I inspected the aircraft and found the TWAS unit he was requesting. We then arranged for Hawker Beechcraft Services on the field to assist in removing the TWAS Unit. I took pictures of the unit before removal and electrical connection was verified satisfactory before removal.

I took possession of the TWAS unit and started the chain of custody procedure for shipment per Mr. Timothy Monville's request.

All record of telecon's and statements related to this accident are included with this accident package.

Both passengers, including the owner received minor injuries.

The pilots of the aircraft, Mr. Philip McClendon (Pilot-In-Command) and Mr. Morris McClendon received serious injuries to their back; both airmen and medical certificates were reviewed and found satisfactory.

Both pilots' were asked for statements regarding the accident and they both refused to give statements at this time. However, they did submit a NTSB Form 6120.1 to the NTSB that includes their statements.

July 18, 2012- Mr. Harry Brooks (Insurance Accident Investigator) contacted me on reviewing the maintenance documents for N826JH. I reviewed the maintenance documents and found them satisfactory.

[REDACTED]

This act caused substantial damage to the aircraft and serious injuries to the occupants.

[REDACTED]

Russell Standifur
Aviation Safety Inspector