



FINAL SUMMARY REPORT FOR FMC-3000

AIR 13-03

DATE: 08/26/2013

AIRLINE CUSTOMER: The Vein Guys (owned by Pavilion Group LLC)

DATE OF INCIDENT: 20 February, 2013

AIRCRAFT TYPE / TAIL: Beechcraft Premier IA / N777VG

DESCRIPTION / PART# / SERIAL#:

FMC-3000 / CPN 822-0883-703 / SN 208LC

REPORTED PROBLEM: "A Beechcraft Premier IA corporate jet, registered N777VG, was destroyed in a landing accident at Thomson-McDuffie County Airport, GA, USA. The airplane departed Nashville-John C. Tune Airport, TN about 18:25 CST on a flight to Thomson-McDuffie County Airport, GA. Preliminary reports indicate, that the pilot aborted the landing on runway 10. The plane went airborne off the end of the runway but hit the top of a 60-foot-tall cast-concrete utility pole. The impact sheared the left wing from the plane, causing the aircraft to catch fire. It continued airborne for about a quarter mile through trees before crashing into a wooded area and caught fire. An automated weather observation about the time of the accident indicated that the wind was from 260 degrees at 3 knots. The visibility was 10 or more miles and the temperature was 6°C with a dewpoint of -3°C."

IFF Reported to (Authority) NTSB

Test Date: 07/29/2013

Cognizant Engineer: Ahad Mir

Quality Engineer Witness: Greg Allen

Person performing Teardown: Randy Pasker

Authorities present: Ralph Hicks (NTSB), Ernest Hall (Beechcraft)

PURPOSE:

The purpose of this document is to provide a summary report of the investigation conducted at Rockwell Collins on the FMC-3000 referenced above.

OVERVIEW:

One Flight Management Computer, model FMC-3000, Rockwell Collins part number 822-0883-703, Serial Number 208LC was received by Rockwell Collins. The unit was inspected and tested. The NVM memory was read as part of the testing and it was analyzed. The unit was returned.

ASSESSMENT:

FMC-3000 S/N 208LC was found to operate normally and pass all PTR tests. NVM analysis indicated that no internal faults occurred on the FMC-3000 near the time of reported problem. The unit was not returned to service since FMC-3000 performs a function of providing flight critical data; and reuse of such units that are involved in accidents is prohibited for safety reasons per Rockwell Collins policy RC-QMS-I-641.