



Aviation Investigation Final Report

Location:	Santa Barbara, California	Accident Number:	WPR22LA163
Date & Time:	April 21, 2022, 11:20 Local	Registration:	N20617
Aircraft:	TEXTRON AVIATION INC T206H	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing, the left main landing gear touched down first, followed by the right main landing gear. As the nose wheel landing gear settled onto the runway, the airplane immediately veered to the right. Despite the pilot's control inputs, the airplane veered left and right several times.

Postaccident examination of the airplane revealed that both wings struck the ground, and the outboard 6-8 inches of all three propeller blades were bent aft from contact with the runway. The upper trunnion of the nose gear shock strut deformation and missing material was consistent with shear tear out of the attachment bolt hole. The deformation of the material was consistent with an overstress fracture. No preimpact anomalies were observed on the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The loss of directional control for undetermined reasons. Contributing was the overstress fracture of the nose gear upper trunnion brace attach point.

Findings

Aircraft	Directional control - Unknown/Not determined
Aircraft	Nose/tail landing gear - Failure

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

On April 21, 2022, about 1120 Pacific daylight time, a Textron Aviation Inc. T206H, N20617, was substantially damaged when it was involved in an accident near Santa Barbara, California. The pilot and passenger were not injured. The airplane was operated under Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

The pilot reported that while landing on runway 25, the left main landing gear touched down first, followed by the right main landing gear. As the nose wheel landing gear settled onto the runway, the airplane immediately veered to the right. Despite the pilot's control inputs, the airplane veered left and right several times, and both wings struck the ground before the airplane "nosed up onto the prop and stopped."

Postaccident examination of the airplane by a Federal Aviation Administration inspector revealed that both wings were substantially damaged. The upper nose gear trunnion was found pulled away from its attach point. The outboard 6-8 inches of all three propeller blades were bent aft.

The upper portion of the nose gear shock strut containing the upper and lower trunnions were sent to the National Transportation Safety Board Materials Laboratory for further examination. The upper trunnion exhibited a damaged bolt hole where the right brace would be attached. The damage consisted of deformation and missing material consistent with shear tear out of the attachment bolt in a direction coincident with the long dimension of the brace. The fracture surface was smeared and did not yield any fractographic information. The deformation of the material was consistent with an overstress fracture. Additionally, the upper trunnion was slightly deformed, consistent with bending overstress.

The repair facility that repaired the airplane following the accident reported that during the repair nothing abnormal was found with the airplane's nosewheel steering or flight controls.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	December 17, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2020
Flight Time:	1073 hours (Total, all aircraft), 10.8 hours (Total, this make and model), 1060 hours (Pilot In Command, all aircraft), 15.4 hours (Last 90 days, all aircraft), 10.8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TEXTRON AVIATION INC	Registration:	N20617
Model/Series:	T206H	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T20609522
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	July 27, 2021 Annual	Certified Max Gross Wt.:	3814 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	662.4 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540
Registered Owner:	On file	Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSBA, 8 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	229°
Lowest Cloud Condition:	Scattered / 3800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	17°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carlsbad, CA (CRQ)	Type of Flight Plan Filed:	IFR
Destination:	Santa Barbara, CA	Type of Clearance:	IFR
Departure Time:	10:04 Local	Type of Airspace:	Class C

Airport Information

Airport:	Santa Barbara Municipal Airport SBA	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6052 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.427688,-119.84068

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Jeff Fritz; Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	April 10, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104985

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).