



Aviation Investigation Final Report

Location:	Andahuayias,	Accident Number:	ERA11WA073
Date & Time:	November 13, 2010, 16:33 UTC	Registration:	N781C
Aircraft:	Swearingen SA227	Aircraft Damage:	Substantial
Defining Event:		Injuries:	19 None
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Landing-flare/touchdown	Landing area overshoot
Landing-landing roll	Runway excursion

On November 13, 2010, about 1633 Universal Coordinated Time (UTC), a Swearingen SA-227AC, N781C, operated by LC Busre S.A.C., on a commercial flight, incurred substantial damage when it overran runway 030 during landing, at the Andahuaylas Airport (SPHY), Andahuaylas, Peru. The two person flight crew and the seventeen passengers were not injured. Visual meteorological conditions prevailed at the time. The flight departed from the Jorge Chavez International Airport (SPIM), Lima, Peru, earlier that day, at an unspecified time.

This investigation is under jurisdiction of the Government of Peru. This report is for informational purposes only and contains information released by the Government of Peru. For further information contact:

Comision de Investigacion de Accidentes de Aviacion (CIAA)
Direccion General de Aeronautica Civil
Avenida Jiron Zorritos 1203
Lima 1 Peru Central: 6157800
Tel: (511) 315 - 7800
<http://www.mtc.gob.pe/portal/transportes/aereo/ciaa/ciaa.htm>

Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Swearingen	Registration:	N781C
Model/Series:	SA227 AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AC-535
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Coast Aviation Credit LLC.	Rated Power:	
Operator:	LC Burse S.A.C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lima (SPIM)	Type of Flight Plan Filed:	Unknown
Destination:	(SPHY)	Type of Clearance:	
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Andahuaylas SPHY	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	30	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	17 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	19 None	Latitude, Longitude:	9.876667,-76.200553

Administrative Information

Investigator In Charge (IIC):	Obregon, Jose
Additional Participating Persons:	Joaquin Ochoa; FAA/IFO; Miramar, FL
Original Publish Date:	November 3, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=77878

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](#).