



Aviation Investigation Final Report

Location:	Copenhagen,	Incident Number:	WPR12WA167
Date & Time:	March 20, 2012, 18:00 UTC	Registration:	SE-LOM
Aircraft:	Saab 2000	Aircraft Damage:	None
Defining Event:	Flight control sys malf/fail	Injuries:	50 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

On March 20, 2012, about 0610 UTC, a Saab 2000, registered in Sweden as SE-LOM, experienced an elevator flight control malfunction during landing at Copenhagen Airport (EKCH), Denmark. None of the three flight crew or 47 passengers were injured. The airplane was not damaged. The flight was registered to, and operated by, Golden Air, Sweden.

The investigation is under the jurisdiction of the Accident Investigation Board of Denmark. This report is for information purposes only, and contains information released by the Government of Denmark. Further information pertaining to this accident may be obtained from:

Accident Investigation Board

Langebjergvaenget 21

DK-4000 Roskilde

Denmark

Website: <http://www.aib.dk>

Probable Cause and Findings

Findings

Factual Information

History of Flight

Landing-flare/touchdown	Flight control sys malf/fail (Defining event)
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Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Saab	Registration:	SE-LOM
Model/Series:	2000 NO SERIES	Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Golden Air	Rated Power:	
Operator:	Golden Air	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:	Copenhagen (EKCH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	06:10 UTC	Type of Airspace:	

Airport Information

Airport:	Copenhagen EKCH	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	None
Passenger Injuries:	47 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	50 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Jan Stephensen; Accident Investigation Board; Denmark
Original Publish Date:	November 3, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=83411

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](#).