



National Transportation Safety Board Aviation Accident Final Report

Location:	GUYMON, OK	Accident Number:	FTW93LA223
Date & Time:	08/01/1993, 1245 CDT	Registration:	N864R
Aircraft:	BEECH 35-33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE LAST EN ROUTE WEATHER REPORT RECEIVED BY THE PILOT INDICATED THE WINDS WERE FROM 040 DEGREES AT 10 KNOTS GUSTING TO 25 KNOTS. THE NEAREST WEATHER STATION REPORTED THE WINDS FROM 080 DEGREES AT 19 KNOTS GUSTING TO 25 KNOTS. DURING APPROACH AND LANDING FLARE TO RUNWAY 36 THE AIRPLANE ENCOUNTERED WINDSHEAR AND GUSTING WINDS AND THE PILOT INITIATED A GO AROUND. HOWEVER THE AIRPLANE CONTACTED THE RUNWAY, THE LEFT MAIN LANDING GEAR COLLAPSED AND THE AIRPLANE SLID OFF THE LEFT SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. FACTORS WERE WINDSHEAR AND GUSTY CROSSWINDS.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - WINDSHEAR
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

On August 1, 1993, at approximately 1245 central daylight time, a Beech 35-33, N864R, sustained substantial damage near Guymon, Oklahoma, following a loss of control during a go around in gusty crosswinds. The private pilot and three passengers did not receive injuries. Visual meteorological conditions prevailed for the personal cross country flight.

The nearest weather reporting station at the time of the accident was reporting the winds from 080 degrees at 19 knots gusting to 25 knots. Witnesses at the site reported the winds variable and gusting in excess of 25 knots.

The Pilot/Operator Report revealed the following information. The flight departed Cheyenne, Wyoming, earlier that day. The pilot received enroute weather from flight watch. Approximately 10 miles northwest of Guymon, Oklahoma, the pilot obtained the local weather over the airport unicom frequency. Winds were reported from 040 degrees at 10 knots gusting to 25 knots. On final approach to runway 36, the airplane encountered moderate turbulence. During the landing flare, the airplane encountered windshear. As the pilot initiated a go around, the left main gear impacted the runway and collapsed. The airplane slid on the ground and came to rest off the left side of the runway.

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/29/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	414 hours (Total, all aircraft), 175 hours (Total, this make and model), 367 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N864R
Model/Series:	35-33 35-33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	CD-19
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/10/1993, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	37 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1388 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-J
Registered Owner:	COFFMAN, JOHN P.	Rated Power:	225 hp
Operator:	COFFMAN, JOHN P.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CHEYENNE, WY (CYS)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	0930 MDT	Type of Airspace:	Class G

Airport Information

Airport:	GUYMON MUNICIPAL (GUY)	Runway Surface Type:	Asphalt
Airport Elevation:	3213 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4299 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOYCE M SMITH	Report Date:	09/30/1994
Additional Participating Persons:	RON C CHAMBERS; OKLAHOMA CITY, OK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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