



National Transportation Safety Board Aviation Accident Final Report

Location:	WEST CHESTER, PA	Accident Number:	NYC92LA138
Date & Time:	08/01/1992, 1110 EDT	Registration:	N38CL
Aircraft:	BEECH 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

GUSTY WIND CONDITIONS PREVAILED WHEN THE AIRPLANE WAS ON FINAL APPROACH AND IT ENCOUNTERED A WIND SHEAR. THE PILOT SAID HE APPLIED FULL POWER AND ROTATED THE NOSE UP; HOWEVER, HE WAS UNABLE TO ARREST THE DESCENT IN TIME TO PREVENT THE AIRPLANE FROM TOUCHING DOWN IN A GRASSY AREA 10 FEET SHORT OF THE RUNWAY. THE AIRPLANE THEN BOUNCED INTO THE AIR AND CAME TO REST ON THE RUNWAY WITH COLLAPSED LANDING GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN ENCOUNTER WITH WINDSHEAR WHICH RESULTED IN THE AIRPLANE LANDING HARD AND SHORT OF THE RUNWAY. A FACTOR RELATED TO THE ACCIDENT WAS THE GUSTY WIND CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) WEATHER CONDITION - WINDSHEAR

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GRASS
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/03/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10500 hours (Total, all aircraft), 55 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N38CL
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH-829
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/25/1992, Annual	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	54 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4797 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-C
Registered Owner:	JOSEPH J. MOGGENBURG	Rated Power:	285 hp
Operator:	ALBERT C. POD	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:	Scattered / 4000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ (TEB)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1030 EDT	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	BRANDYWINE (N99)	Runway Surface Type:	Asphalt
Airport Elevation:	465 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3007 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	09/14/1993
Additional Participating Persons:	TOM KERR; PHILADELPHIA, PA		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).