



National Transportation Safety Board Aviation Accident Data Summary

Location:	WEST CHESTER, PA	Accident Number:	NYC92LA138
Date & Time:	08/01/1992, 1110 EDT	Registration:	N38CL
Aircraft:	BEECH 58	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

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

Pilot Information

Certificate:	Airline Transport	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	2 Reciprocating
Operator:	ALBERT C. POD	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	25 knots / 35 knots, 300°
Temperature:	21°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ (TEB)	Destination:	

Airport Information

Airport:	BRANDYWINE (N99)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	3007 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK Adopted Date: 09/14/1993

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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