



National Transportation Safety Board Aviation Accident Final Report

Location:	CHESTERFIELD, MO	Accident Number:	CHI91LA056
Date & Time:	01/02/1991, 1800 CST	Registration:	N14DB
Aircraft:	CESSNA 340	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ON FINAL APPROACH FOR LANDING, THE AIRCRAFT WINDSHIELD FOGGED UP. THE PILOT STATED THAT HE THOUGHT HE WAS LOW CROSSING THE RUNWAY THRESHOLD SO HE PULLED THE AIRCRAFT UP. WHEN HE FLARED FOR LANDING, THE AIRCRAFT WAS HIGH AND MADE A HARD LANDING. THE AIRCRAFT BOUNCED ONCE AND SLID OFF THE LEFT SIDE OF THE RUNWAY AFTER THE SECOND TOUCHDOWN. THE LEFT MAIN LANDING GEAR COLLAPSED WHEN THE AIRCRAFT DEPARTED THE RUNWAY. THERE WAS SLUSH ON THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL. FACTORS RELATED TO THE ACCIDENT ARE A FOGGY WINDSHIELD, MISJUDGEMENT OF ALTITUDE, PREMATURE LANDING FLARE, AND SLUSH ON THE RUNWAY.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
2. (F) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (F) FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - SLUSH COVERED
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4699 hours (Total, all aircraft), 108 hours (Total, this make and model), 4393 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N14DB
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	340-0252
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5900 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-N
Registered Owner:		Rated Power:	310 hp
Operator:	GATEWAY FINANCIAL SYCS.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SUS, 463 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1809 CST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 1500 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -6° C
Precipitation and Obscuration:			
Departure Point:	RICHMOND, IN (RID)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1600 CST	Type of Airspace:	

Airport Information

Airport:	SPIRIT OF ST. LOUIS (SUS)	Runway Surface Type:	Asphalt
Airport Elevation:	463 ft	Runway Surface Condition:	Slush covered
Runway Used:	8	IFR Approach:	VOR/DME
Runway Length/Width:	7005 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Mark E Doub	Report Date:	01/25/1993
Additional Participating Persons:	CLYDE RAY; ST. LOUIS, MO		
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](#).