



National Transportation Safety Board Aviation Accident Data Summary

Location:	CHESTERFIELD, MO	Accident Number:	CHI91LA056
Date & Time:	01/02/1991, 1800 CST	Registration:	N14DB
Aircraft:	CESSNA 340	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

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
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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
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Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	GATEWAY FINANCIAL SYCS.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-N
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SUS, 463 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1500 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 10°
Temperature:	-3° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	RICHMOND, IN (RID)	Destination:	

Airport Information

Airport:	SPIRIT OF ST. LOUIS (SUS)	Runway Surface Type:	Asphalt
Runway Used:	8	Runway Surface Condition:	Slush covered
Runway Length/Width:	7005 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Mark E Doub

Adopted Date: 01/25/1993

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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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.