



National Transportation Safety Board Aviation Accident Final Report

Location:	OXFORD, CT	Accident Number:	NYC91LA124
Date & Time:	05/01/1991, 0920 EDT	Registration:	N445BL
Aircraft:	Israel Aircraft Industries 1124A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	9 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT COMPLETED AN INSTRUMENT APPROACH AND LANDED HARD ON THE RUNWAY SURFACE FIRST WITH THE LEFT GEAR THEN THE RIGHT GEAR. THE TIRES BURST AND THE LOWER FUSELAGE CAME INTO CONTACT WITH THE RUNWAY SURFACE. AFTER THE NOSE GEAR TOUCHED DOWN, THE RIGHT MAIN LANDING GEAR COLLAPSED AND THE PILOT LOST CONTROL OF THE AIRCRAFT. IT VEERED TO THE LEFT AND DEPARTED THE RUNWAY, COMING TO REST APPROXIMATELY 150 TO 200 YARDS FROM THE POINT OF DEPARTURE. INITIAL TOUCH DOWN OCCURRED ABOUT 12 FEET FROM THE THRESHOLD, TEN FEET LEFT OF CENTERLINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN THE PROPER LANDING DESCENT RATE AND THE RESULTANT RIGHT MAIN LANDING GEAR ASSEMBLY COLLAPSE.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. LANDING GEAR, TIRE - BURST
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Findings

3. (C) LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/27/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10990 hours (Total, all aircraft), 2290 hours (Total, this make and model), 7100 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Israel Aircraft Industries	Registration:	N445BL
Model/Series:	1124A 1124A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	382
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	23500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:		Engine Model/Series:	TFE731-3-1G
Registered Owner:	PGA TOUR INVESTMENTS	Rated Power:	3700 hp
Operator:	PGA TOUR INVESTMENTS	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Partial Obscuration / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 12° C
Precipitation and Obscuration:			
Departure Point:	ST.AUGUSTINE, FL (SGJ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0700 EDT	Type of Airspace:	Airport Advisory Area; Class E

Airport Information

Airport:	WATERBURY-OXFORD (OXC)	Runway Surface Type:	Asphalt
Airport Elevation:	727 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	ILS
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	alan J yurman	Report Date:	04/27/1993
Additional Participating Persons:	JOE COSTA; WINDSOT LOCKS, CT		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).