



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	MANASSAS, VA	<b>Accident Number:</b>	BFO88LA043
<b>Date &amp; Time:</b>	05/01/1988, 1700 EDT	<b>Registration:</b>	N9358S
<b>Aircraft:</b>	BEECH C23	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT SAID THAT EARLIER HE ATTEMPTED TO LAND AT CARLISLE, PA AND DURING THE LNDG ROLL HE ENCOUNTERED A WIND GUST AND LOST DIRECTIONAL CONTROL OF THE ACFT. THE R WING RAISED AND THE ACFT WENT OFF THE SIDE OF THE RWY. THE PLT SAID HE HEARD A LOUD BUMP AS THE L WING DRAGGED THE GROUND. THE PLT REGAINED CONTROL AND DID A GO AROUND. HE FLEW TO MANASSAS AND LANDED. AS HE TRIED TO TURN OFF THE RWY THE L GEAR COLLAPSED. EXAMINATION OF THE ACFT REVEALED OVERLOAD FAILURE OF THE L MAIN GEAR HOUSING.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - GUSTS
  2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	401 hours (Total, all aircraft), 396 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9358S
<b>Model/Series:</b>	C23 C23	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MILES J. MERRITT	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 10°
<b>Temperature:</b>	16°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WINCHESTER, VA (W16)	<b>Destination:</b>	MANASSAS, VA (W10)

## Airport Information

<b>Airport:</b>	MANASSAS (W10)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3700 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): DENNIS L JONES

Adopted Date: 10/02/1989

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](mailto: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 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.