



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MINNEAPOLIS, MN | Accident Number: | CHI84LA173 |
| Date & Time: | 05/01/1984, 2040 CDT | Registration: | N3735Y |
| Aircraft: | BEECH A36 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

THE ACFT TOUCHED DOWN HARD DURING THE LANDING. THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP. THE PLT SAID HE WAS NOT ABLE TO ARREST THE SINK RATE OF THE ACFT WITH POWER DURING THE LANDING FLARE.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|----------------------------|
| Certificate: | Private | Age: | 41, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | 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: | 12/07/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 443 hours (Total, all aircraft), 10 hours (Total, this make and model), 292 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N3735Y |
| Model/Series: | A36 A36 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | E1767 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 09/14/1983, 100 Hour | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 70 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1179 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-520 |
| Registered Owner: | G & R AVIATION | Rated Power: | 280 hp |
| Operator: | G & R AVIATION | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | FCM, 905 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 2040 CDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 25000 ft agl | Visibility | 20 Miles |
| Lowest Ceiling: | None / 0 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: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | SCHAUMBURG, IL (06C) | Type of Flight Plan Filed: | IFR |
| Destination: | | Type of Clearance: | IFR |
| Departure Time: | 1714 CDT | Type of Airspace: | Class E |

Airport Information

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|----------------------|--------------------|---------------------------|----------------------------|
| Airport: | FLYING CLOUD (FCM) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 905 ft | Runway Surface Condition: | Dry |
| Runway Used: | 27L | IFR Approach: | None |
| Runway Length/Width: | 3900 ft / 75 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | PAMELA S KLECKNER | Report Date: | |
| Additional Participating Persons: | NONE | | |
| 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](#).