



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENS FALLS, NY	Accident Number:	NYC83LA149
Date & Time:	06/21/1983, 1700 EDT	Registration:	N20167
Aircraft:	BEECH BE-58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT LANDED WITH THE WHEELS UP ON A DUAL INSTRUCTIONAL FLIGHT. THE FLIGHT HAD BEEN DOING AIR WORK BEFORE RETURNING TO GLEN FALLS TO CONTINUE TRAINING WITH TAKEOFFS AND LANDINGS. DURING THE 1ST LANDING THE ACFT CAME OVER THE THRESHOLD A LITTLE LOW BUT IT BALLOONED A BIT DURING THE FLARE. THE ACFT TOUCHED DOWN WITH THE GEAR UP RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. THE TWO PILOTS WERE NOT INJURED.

Probable Cause and Findings

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

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
2. (C) CHECKLIST - NOT FOLLOWED - DUAL STUDENT
3. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/05/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14847 hours (Total, all aircraft), 393 hours (Total, this make and model), 14681 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N20167
Model/Series:	BE-58 BE-58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH948
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	01/17/1983, Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	105 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1154 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-3
Registered Owner:	LEVONIAN BROS., INC.	Rated Power:	285 hp
Operator:	LEVONIAN BROS., INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ALB, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	35 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31° C / 14° C
Precipitation and Obscuration:			
Departure Point:	ALBANY, NY (ALB)	Type of Flight Plan Filed:	None
Destination:	GLENS FALLS, NY (GFL)	Type of Clearance:	None
Departure Time:	1600 EDT	Type of Airspace:	

Airport Information

Airport:	GLENS FALLS (GFL)	Runway Surface Type:	Asphalt
Airport Elevation:	328 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	5007 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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](#).