



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDERSON, IN	Accident Number:	CHI82DA033
Date & Time:	02/01/1982, 1130 EST	Registration:	N5400G
Aircraft:	GRUMMAN 1159	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

BEFORE THE AIRCRAFT ARRIVED, THE SNOW COVERED RUNWAY WAS PLOWED. A CESSNA 182 PILOT PREVIOUSLY REPORTED THE BRAKING ACTION AS FAIR TO POOR. THE AIRCREW DECIDED TO LAND AS CLOSE TO THE APPROACH END AS POSSIBLE. THE PILOT REPORTED THAT HE HAD NOT BEEN ADVISED BY NOTAM, TOWER, OR FBO OF A SNOWBANK WHICH WAS AT THE THRESHOLD. HE STATED THAT THE GROUND WAS WHITE FROM SNOW AND THAT THE SNOWBANK WAS NOT DISTINGUISHABLE. BOTH MAIN GEAR WENT THROUGH THE SNOWBANK. THE LEFT GEAR FAILED WHICH ALLOWED THE LEFT WING TO SETTLE TO THE GROUND AS THE LANDING CONTINUED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. (F) NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
 3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	32, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/12/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9814 hours (Total, all aircraft), 2498 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5400G
Model/Series:	1159 1159	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	036
Landing Gear Type:	Retractable - Tricycle	Seats:	14
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	62000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	4524 Hours	Engine Manufacturer:	ROLLS ROYCE
ELT:	Installed	Engine Model/Series:	SPEY 511-8
Registered Owner:	SUNBEAM CORPORATION	Rated Power:	11400 lbs
Operator:	SUNBEAM CORPORATION	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	AID, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1135	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 1800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (MDW)	Type of Flight Plan Filed:	IFR
Destination:	PEORIA, IL (3MY)	Type of Clearance:	
Departure Time:	1105	Type of Airspace:	

Airport Information

Airport:	ANDERSON MUNICIPAL (AID)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--dry
Runway Used:	30	IFR Approach:	
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/01/1983
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/ .	

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](#).