



National Transportation Safety Board Aviation Accident Final Report

Location:	AUSTIN, TX	Accident Number:	FTW83LA076
Date & Time:	12/02/1982, 0815 CST	Registration:	N4326C
Aircraft:	CESSNA 340A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT WHILE ON FINAL APPROACH TO LAND, FULL FLAPS WERE EXTENDED AS THE AIRCRAFT CROSSED OVER A HILL IMMEDIATELY BEFORE THE RUNWAY THRESHOLD. AFTER FULL FLAPS WERE SELECTED, THE AIRCRAFT ENTERED A HIGH SINK RATE AND LANDED HARD ON THE END OF THE RUNWAY. NO FURTHER PROBLEMS WERE NOTED DURING THE LANDING AND ROLL-OUT. THE PILOT EXAMINED THE AIRCRAFT AND DID NOT OBSERVE ANY DAMAGE. AFTER THE AIRCRAFT WAS FLOWN BACK TO HOUSTON, TX, A MORE COMPLETE INSPECTION REVEALED THAT A WING SPAR ASSEMBLY WAS SUBSTANTIALLY DAMAGED.

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) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/15/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	536 hours (Total, all aircraft), 36 hours (Total, this make and model), 203 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4326C
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	340A0075
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1421 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520K
Registered Owner:	UNITED PROVISIONS, INC.	Rated Power:	285 hp
Operator:	UNITED PROVISIONS, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUS, 0 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	0800	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	64° C / 0° C
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (HUB)	Type of Flight Plan Filed:	IFR
Destination:	ALBUQUERQUE, NM (ABQ)	Type of Clearance:	None
Departure Time:	0700	Type of Airspace:	

Airport Information

Airport:	AUSTIN-LAKEWAY (3R9)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	
Runway Length/Width:	3200 ft / 70 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/02/1983
Additional Participating Persons:		
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/ .	

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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](#).