



National Transportation Safety Board Aviation Accident Factual Report

Location:	Teterboro, NJ	Accident Number:	NYC05CA068
Date & Time:	04/02/2005, 1717 EST	Registration:	N169TA
Aircraft:	Canadair CL-600-2A12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

On April 2, 2005, about 1717 eastern standard time, N169TA, a Canadair CL-600-2A12, was substantially damaged during landing at the Teterboro Airport (TEB), Teterboro, New Jersey. The two certificated airline transport pilots, and two passengers were not injured. Instrument meteorological conditions prevailed for the executive transport flight that departed Dallas Love Field Airport (DAL), Dallas, Texas, destined for the Teterboro Airport. An instrument flight rules flight plan was filed and activated for the flight conducted under 14 CFR Part 91.

According to the captain, the airplane departed Love Field, climbed to Flight Level 370, and cruised to the New Jersey area without incident. The airplane held about 35 miles west of the Teterboro Airport for approximately 40 minutes, before being vectored onto the final approach course for the ILS Runway 19 Approach. The captain configured the airplane to land, and flew the final segment of the approach at Vref plus 30 knots because of turbulence and reported wind gusts.

As the captain initiated a flare to land on runway 19, the airplane encountered windshear. It touched down hard on the main landing gear, bounced, and then touched down again on the nose wheel. The captain stabilized the airplane, slowed to taxi speed, and exited the runway. Once clear of the active, maintenance inspected the airplane for damage. The nose gear was then "blocked," and the airplane towed to a hangar. The captain added that during the en route and arrival phases of the flight, he periodically checked the weather via a data uplink, and was aware of the current weather conditions.

According to the operator, examination of the airplane revealed damage to the right wingtip, right outboard flap jackscrew cover, and the pressure bulkhead in the vicinity of the nose gear box.

A weather observation taken at the Teterboro Airport, 26 minutes prior to the accident, recorded the following: wind 150 degrees at 26 knots, gusting to 37 knots; visibility 1 mile in heavy rain and drizzle; broken clouds at 1,500 feet; overcast clouds at 2,400 feet; temperature 55 degrees Fahrenheit; dew point 54 degrees Fahrenheit; and an altimeter setting of 29.35 inches of mercury.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	02/21/2005
Flight Time:	7000 hours (Total, all aircraft), 1400 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/15/2004
Occupational Pilot:		Last Flight Review or Equivalent:	02/21/2005
Flight Time:	8000 hours (Total, all aircraft), 800 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Canadair	Registration:	N169TA
Model/Series:	CL-600-2A12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	3041
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	01/21/2005, Continuous Airworthiness	Certified Max Gross Wt.:	45100 lbs
Time Since Last Inspection:	54 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	5578 Hours at time of accident	Engine Manufacturer:	General Electric
ELT:	Installed, not activated	Engine Model/Series:	CF34-3A
Registered Owner:	Truman Arnold Companies	Rated Power:	8729 lbs
Operator:	Truman Arnold Companies	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TEB, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1651 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	1 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	26 knots / 37 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.35 inches Hg	Temperature/Dew Point:	13° C / 12° C
Precipitation and Obscuration:			
Departure Point:	DALLAS, TX (DAL)	Type of Flight Plan Filed:	IFR
Destination:	TETERBORO, NJ (TEB)	Type of Clearance:	IFR
Departure Time:	1430 EST	Type of Airspace:	Class D

Airport Information

Airport:	Teterboro (TEB)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Wet
Runway Used:	19	IFR Approach:	ILS
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	Unknown

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:	40.850000, -74.060833

Administrative Information

Investigator In Charge (IIC):	David S Muzio
Additional Participating Persons:	Primitivo Ruiz; Federal Aviation Administration; Saddlebrook, NJ
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .