



National Transportation Safety Board Aviation Accident Final 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

Analysis

The departure, climb, en route, and descent portions of the flight were conducted without incident. The airplane was vectored onto the final approach course for the ILS 19 approach at Teterboro, New Jersey, and the captain configured the airplane to land. He flew the approach at Vref plus 30 knots because of turbulence and reported wind gusts. As he 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. Examination of the airplane revealed substantial damage to the pressure bulkhead in the vicinity of the nose gear box. The wind 26 minutes prior to the accident was recorded as 150 degrees at 26 knots, gusting to 37 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The captain's improper recovery from a bounced. A factor in the accident was windshear.

Findings

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

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - WINDSHEAR

Factual Information

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 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 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 Manufacturer:	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	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	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TEB, 9 ft msl	Observation Time:	1651 EST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Instrument Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	13°C / 12°C
Lowest Ceiling:	Broken / 1500 ft agl	Visibility	1 Miles
Wind Speed/Gusts, Direction:	26 knots/ 37 knots, 150°	Visibility (RVR):	
Altimeter Setting:	29.35 inches Hg	Visibility (RVV):	
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		

Administrative Information

Investigator In Charge (IIC): David S Muzio **Adopted Date:** 07/07/2005

Additional Participating Persons: Primitivo Ruiz; Federal Aviation Administration; Saddlebrook, NJ

Publish Date:

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 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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