



Aviation Investigation Final Report

Location:	PLATO CENTER, Illinois	Accident Number:	CHI85LA052
Date & Time:	November 17, 1984, 14:00 Local	Registration:	N1407L
Aircraft:	BEECH A23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON FINAL APPROACH WITH A 30-DEGREE RIGHT CROSSWIND OF 14-16 KTS, THE PLT EXPERIENCED A LOSS OF HEADWIND COMPONENT AS THE ACFT PASSED BELOW HEIGHT OF BUILDINGS IN THE WINDSTREAM. POWER WAS NOT ADDED AND THE ACFT SETTLED TO THE GROUND SHORT OF THE RUNWAY THRESHOLD. THE RIGHT LNDG GEAR ENCOUNTERED A DITCH CAUSING THE ACFT TO SWERVE TO THE RIGHT. THE LEFT GEAR COLLAPSED UNDER THE IMPOSED SIDE LOAD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - WINDSHEAR
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) TERRAIN CONDITION - DITCH

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 5, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	278 hours (Total, all aircraft), 22 hours (Total, this make and model), 152 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1407L
Model/Series:	A23 A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-796
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 8, 1985 100 hour	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0-346-A
Registered Owner:	HERMAN G. ROCK	Rated Power:	165 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DPA ,757 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AURORA , IL (ARR)	Type of Flight Plan Filed:	None
Destination:	PLATO CENTER , IL (LL53)	Type of Clearance:	None
Departure Time:	13:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	OLSON FIELD IL53	Runway Surface Type:	Asphalt
Airport Elevation:	955 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=12959>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).