



Aviation Investigation Final Report

Location:	PITTSTOWN, New Jersey	Accident Number:	NYC84LA030
Date & Time:	November 17, 1983, 13:00 Local	Registration:	N18937
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING FIRST LANDING THE FLT ENCOUNTERED WINDSHEAR. THE STUDENT DID NOT MAKE PROPER CORRECTION SO THE CFI TOOK CONTROL & LANDED THE ACFT. PRIOR TO PERFORMING ANOTHER TAKEOFF & LANDING, THE PROBLEM OF WINDSHEAR & WHAT PROPER ACTION TO TAKE WAS DISCUSSED. DURING THE NEXT LANDING WINDSHEAR WAS AGAIN ENCOUNTERED. THE STUDENT PULLED THE NOSE UP INTO A STALL CONFIGURATION, & AS THE SINK RATE INCREASED THE CFI GRABBED THE CONTROLS, ADDED 3/4 POWER & LOWERED THE NOSE. HOWEVER, THE ACFT LANDED HARD COLLAPSING THE NOSE & RIGHT LANDING GEAR. WIND WAS GUSTING 35 KTS.

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. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - WINDSHEAR
3. (C) FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. LANDING GEAR,NOSE GEAR - OVERLOAD
- 6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 3, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	337 hours (Total, all aircraft), 14 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N18937
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	L-23986-36A
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	1976 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2046 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4K
Registered Owner:	RONSON AVIATION INC.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TRENTON , NJ (TTN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Airport Information

Airport:	SKY MANOR N40	Runway Surface Type:	Asphalt
Airport Elevation:	566 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2504 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35469>

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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](#).