



# Aviation Investigation Final Report

<b>Location:</b>	MANAHAWKIN, New Jersey	<b>Accident Number:</b>	NYC85LA196
<b>Date &amp; Time:</b>	July 27, 1985, 11:30 Local	<b>Registration:</b>	N6887B
<b>Aircraft:</b>	CESSNA 425	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AFTER OVERFLYING THE AIRFLD AND DECIDING TO LAND ON RWY 22, THE PLT CONCENTRATED ON THE AIRSPEED AND ALT OF THE ACFT. A TWR EAST OF THE FLT WAS NOTICED AND WAS NOT CONSIDERED A PROBLEM. DURING THE FINAL APCH, THE PLT WAS DISTRACTED BY A PASSENGER WHO SAID TO WATCH OUT FOR THE TWR. THE PLT LOOKED FOR THE TWR AND CONTINUED THE APCH. AT ABOUT 800 FT FROM THE THRESHOLD, THE PLT REDUCED PWR TO LOSE ALT AND INADVERTENTLY PULLED THE PWR LEVERS INTO REVERSE. THE ACFT LOST AIRSPEED QUICKLY AND LANDED APRX 40 FT SHORT OF THE RWY IN SOFT SAND. THE ACFT COLLIDED WITH THE ASPHALT RWY AND BECAME AIRBORNE. THE ACFT LANDED HARD ON THE RWY APRX 100 FT PAST THE THRESHOLD AND VEERED LEFT. THE LEFT MAIN LANDING GEAR ROLLED OFF THE LEFT SIDE OF THE RWY AND COLLAPSED.

## Probable Cause and Findings

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

### Findings

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

Findings

1. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - ENGAGED
  2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. (F) DESCENT - EXCESSIVE - PILOT IN COMMAND
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Occurrence #2: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #4: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. LANDING GEAR, MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 2, 1985
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2570 hours (Total, all aircraft), 180 hours (Total, this make and model), 2170 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6887B
<b>Model/Series:</b>	425 425	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	425-0163
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	8200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	635 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-112
<b>Registered Owner:</b>	TELECOMMUNICATIONS SYSTEM,INC.	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ACY	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 1000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WHITE PLAINS , NY (HPN )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	MANAHAWKIN , NJ (72N )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MANAHAWKIN 82N	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	46 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2696 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## 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=35933>

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