



Aviation Investigation Final Report

Location:	UTICA, New York	Accident Number:	NYC88LA036
Date & Time:	November 12, 1987, 11:30 Local	Registration:	N9230Q
Aircraft:	BEECH 36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLIGHT WAS ENROUTE FROM BRIDGEPORT, CONNECTICUT TO OLD FORGE, NEW YORK WHEN ADVERSE WEATHER CONDITIONS WERE ENCOUNTERED. A REQUEST FOR LOWER ALTITUDE TO ESCAPE WEATHER WAS NO IMPROVEMENT AND A REQUEST TO LAND AT ONEIDA WAS MADE. DURING RADAR VECTORS THROUGH 1200 FOOT CEILING, THE AIRCRAFT PICKED UP A CONSIDERABLE AMOUNT OF ICE. THE FLIGHT BROKE OUT OF THE CLOUDS AT ABOUT 400 FEET AND TOUCHED DOWN HARD. THE GEAR COLLAPSED DURING THE LNDG.

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 - ICING CONDITIONS
 2. (F) WING - ICE
 3. (C) FLARE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 12, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1507 hours (Total, all aircraft), 411 hours (Total, this make and model), 1377 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9230Q
Model/Series:	36 36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	200775
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 16, 1987 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2890 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	ZIGMUND J. YORK	Rated Power:	285 Horsepower
Operator:	ZIGMUND J. YORK	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 400 ft AGL	Visibility	3 miles
Lowest Ceiling:	Overcast / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Snow		
Departure Point:	BRIDGEPORT , CT (BDR)	Type of Flight Plan Filed:	None
Destination:	OLD FORGE , NY (NY41)	Type of Clearance:	IFR
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	ONEIDA CO. UCA	Runway Surface Type:	Asphalt
Airport Elevation:	743 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons:

Original Publish Date: May 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36060>

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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](#).