



# Aviation Investigation Final Report

<b>Location:</b>	NORFOLK, Virginia	<b>Accident Number:</b>	NYC93LA144
<b>Date &amp; Time:</b>	August 3, 1993, 16:32 Local	<b>Registration:</b>	N30JM
<b>Aircraft:</b>	BEECH A55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT DURING THE LANDING THE WINDS PROVIDED TO HIM BY THE CONTROL TOWER WERE 'DOWN THE RUNWAY AT SEVENTEEN KNOTS.' HE USED FULL FLAPS DURING THE APPROACH TO RUNWAY 23. HE SAID THAT THE ATIS REPORTED WINDS FROM 270 DEGREES, GUSTING TO 22 KNOTS. DURING THE TOUCHDOWN, THE AIRPLANE STARTED TO DRIFT LEFT AND THE NOSE GEAR COLLAPSED. THE AIRPLANE DEPARTED THE RUNWAY AND COLLIDED WITH THE SOFT TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER COMPESNATION FOR WIND CONDITIONS AND FAILURE TO MAINTAIN FIRECTIONAL CONTROL. A FACTOR WAS ADVERSE WIND CONDITIONS.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - SOFT

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Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

On Tuesday, August 3, 1993, at 1632 eastern daylight time, a Beech A55, N30JM, registered to Baron, Ltd., and piloted by Clarence H. Byler, sustained substantial damage during a landing at the Norfolk International Airport, Norfolk, Virginia. The pilot, the safety pilot and the passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR 91.

The pilot was conducting a landing on runway 23. He stated that the wind was reported from the tower as "down the runway at seventeen knots." During the approach he elected to use full flaps. He stated that there was a spacing problem with a commercial airplane landing behind him, and he was asked to expedite his approach. After touchdown, the airplane began to swerve to the left and the nose gear collapsed. The airplane departed the left side of the runway and collided with the soft terrain.

The pilot stated that the Airport Terminal Information Service (ATIS) reported the winds from 270 degrees with gusts to 22 knots. The local weather sequence, recorded 13 minutes after the accident, reported the winds from 210 degrees at 15 knots, with gusts to 23 knots.

Mr. E. E. Roberts, Operations Safety Inspector for the Federal Aviation Administration, conducted an on-site examination of the wreckage and an interview with the pilot. In his report, Mr. Roberts stated:

The pilot reported that he experienced windshear as he was touching down which caused a sideload on the nose gear. The nose gear collapsed and the aircraft veered off the runway.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 15, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 300 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N30JM
<b>Model/Series:</b>	A55 A55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Provisional (Special)	<b>Serial Number:</b>	TC-277
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 8, 1992 Annual	<b>Certified Max Gross Wt.:</b>	4880 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	BARON, LTD.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	CLARENCE H. BYLER	<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>	ORF ,27 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2700 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MACON , GA (MCN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(ORF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	NORFOLK INTERNATIONAL ORF	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	27 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	9000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	36.910625,-76.329277(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	E. E ROBERTS; RICHMOND , VA
<b>Original Publish Date:</b>	September 26, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=38623">https://data.nts.gov/Docket?ProjectID=38623</a>

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