



Aviation Investigation Final Report

Location:	GRT BARRINGTON, Massachusetts	Accident Number:	NYC96LA020
Date & Time:	October 27, 1995, 16:00 Local	Registration:	N2UD
Aircraft:	CESSNA 414A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the pilot was landing on runway 11, which was 2,600 feet long and 50 feet wide, the airplane touched down short of the runway lip, and the right main landing gear collapsed. The airplane then skidded off the right side of the runway onto the grass, and struck a fence. According to the pilot, 'just prior to normal touchdown, the airplane dropped from a downdraft or from wind shear.' The wind was reported to be from 120 degrees at 20, gusting 30 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions, which resulted in an undershoot of the proper touchdown point for landing. Factors relating to the accident were: the unfavorable wind conditions and the exposed runway lip.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (F) WEATHER CONDITION - HIGH WIND
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - EXPOSED RUNWAY LIP/EDGE

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

- 7. OBJECT - FENCE

Factual Information

On October 27, 1995, about 1600 eastern daylight time, a Cessna 414A, N2UD, undershot the runway and collapsed the landing gear at the Great Barrington Airport, Great Barrington, Massachusetts. The airplane was substantially damaged. The commercial pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed. The personal flight originated in Bridgeport, Connecticut, and was being conducted under 14 CFR Part 91.

While performing a landing on runway 11, which was 2,600 feet long and 50 feet wide, the pilot touched down 1 foot short and approximately 8 inches below the runway surface, resulting in the main landing gear collapsing. The airplane then skidded off the right side of the runway onto the grass, and struck a fence.

According to the pilot's statement on the NTSB Form 6120.1/2:

...just prior to a normal touchdown the airplane dropped...and [the] right wheel touched down...before the runway pavement...ripped off the right gear...plane rolled out on the left gear, right wing and tail...onto the grass on the right of the runway.

The pilot's total flight time was 2,036.7 hours, with 255.3 hours in this make and model airplane.

The reported winds were 120 degrees, at 20 knots, gusts to 30 knots.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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:	January 25, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2037 hours (Total, all aircraft), 255 hours (Total, this make and model), 1804 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2UD
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	414A0315
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 4, 1994 Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	154 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3176 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIOL-550
Registered Owner:	QUANTUM AVIATION INC	Rated Power:	350 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BRIDGEPORT , CT (BDR)	Type of Flight Plan Filed:	None
Destination:	(GBR)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	GREAT BARRINGTON GBR	Runway Surface Type:	Asphalt
Airport Elevation:	740 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2600 ft / 50 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):	Yurman, Alan
Additional Participating Persons:	JOE BUTLER; WINDSOR LOCKS , CT
Original Publish Date:	May 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39120

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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](#).