



# Aviation Investigation Final Report

<b>Location:</b>	MATTITUCK, New York	<b>Accident Number:</b>	NYC97LA082
<b>Date &amp; Time:</b>	April 30, 1997, 14:00 Local	<b>Registration:</b>	N6733Y
<b>Aircraft:</b>	Beech F33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot observed the windsock before landing and was aware of a 'strong' southwesterly wind at 15 knots with 25 knot gusts. He made an approach to land on runway 19. During final approach, full flaps were selected, and an airspeed of 70 knots was maintained with an engine power setting of 15 to 16 inches of manifold pressure. The stall warning horn sounded intermittently throughout the final approach. The pilot stated that during the landing, he encountered wind shear, followed by the airplane settling to the runway on the left wing, nose gear, and propeller. Examination of the airplane did not disclose evidence of a mechanical malfunction, nor did the pilot report any.

## 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 the wind conditions and improper flare, which resulted in a hard landing.

## Findings

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

- Findings
1. (F) WEATHER CONDITION - GUSTS

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) FLARE - IMPROPER - PILOT IN COMMAND

## Factual Information

On April 30, 1997, about 1400 eastern daylight time, a Beech F33A, N6733Y, was substantially damaged during a hard landing at the Mattituck Airbase, Mattituck, New York. The certificated private pilot was not injured. No flight plan was filed for the personal flight that departed Teterboro, New Jersey, about 1300, destined for Mattituck. Visual meteorological conditions prevailed for the flight conducted under 14 CFR Part 91.

In a statement submitted by the pilot, he stated that he was conducting a visual approach and landing to runway 19. During the final approach, he extended full flaps and maintained an airspeed of 70 to 80 knots, with 15 to 16 inches of manifold pressure. The stall warning horn was heard intermittently throughout the final approach. As the airplane reached the threshold, he began to flare, and the airplane encountered wind shear. He then felt the airplane sink and added power. However, the airplane's left wing dropped and contacted the runway, followed by the nose gear and propeller striking the runway. The airplane continued to skid down the runway on the left wing before coming to rest.

The pilot observed the wind sock and stated that there was a "strong wind." It was the pilot's opinion "that the sudden rolling of the aircraft, to its left, was the result of a strong gust of wind which followed the wind shear," and that he did not experience any mechanical malfunctions with the airplane.

Examination of the wreckage by a Federal Aviation Inspector did not disclose evidence of mechanical malfunctions with the airframe or engine.

The winds at the time of the accident were reported from 230 degrees, at 15 knots, with 25 knot gusts. Also, the pilot reported the winds were from the southwest at 15 knots, with 25 knot gusts.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Single-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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 1, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 1430 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N6733Y
<b>Model/Series:</b>	F33A F33A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	CE-927
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	July 23, 1996 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	37 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1056 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	BRAVO HOLDINGS INC.	<b>Rated Power:</b>	280 Horsepower
<b>Operator:</b>	JACK LINDNER	<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>	FOK ,67 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	14:45 Local	<b>Direction from Accident Site:</b>	220°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TETERBORO , NJ (TEB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(21N )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MATTITUCK AIRBASE 21N	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	30 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 130 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.999988,-72.529922(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kukla, Randi-jean
<b>Additional Participating Persons:</b>	GEORGE VANEPPS; FARMINGDALE , NY
<b>Original Publish Date:</b>	September 4, 1998
<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=39349">https://data.nts.gov/Docket?ProjectID=39349</a>

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