



Aviation Investigation Final Report

Location:	HUNTINGTON, West Virginia	Accident Number:	ATL85LA262
Date & Time:	August 28, 1985, 04:56 Local	Registration:	N255CS
Aircraft:	CESSNA 404	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

SEVERAL MEN WHO WERE IN A BUILDING AT THE AIRPORT REPORTED THAT THEY COULD HEAR THE AIRCRAFT ON THE APPROACH AND THEN A LOUD NOISE. THEY COULD NOT SEE THE RUNWAY OR THE AIRCRAFT DUE TO THE FOG. THEY GOT IN THE FIRE AND RESCUE VEHICLES AND HAD A HARD TIME FINDING THE PLANE. THE PILOT WAS UNINJURED BUT THE AIRCRAFT HAD A BROKEN RIGHT MAIN LANDING GEAR AND OTHER DAMAGE THAT LEAD THE OPERATORS MAINTENANCE DIRECTOR TO STATE THAT THE AIRCRAFT HAD A HARD LANDING. THE PILOT STATED THAT HE COULD SEE THE RUNWAY FROM 15 MILES OUT.

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. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - NIGHT
4. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 25, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2146 hours (Total, all aircraft), 810 hours (Total, this make and model), 1816 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N255CS
Model/Series:	404 404	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	404019
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8400 lbs
Time Since Last Inspection:	26 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	7183 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO520M
Registered Owner:	GREGORY D. SMITH	Rated Power:	375 Horsepower
Operator:	ACME FLIGHT SERVICE, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	HTS ,828 ft msl	Distance from Accident Site:	
Observation Time:	04:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 17°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	INDIANAPOLIS , IN (IND)	Type of Flight Plan Filed:	IFR
Destination:	(HTS)	Type of Clearance:	IFR
Departure Time:	02:42 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRI-STATE HTS	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	
Runway Length/Width:	6509 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.309577,-82.490219(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons: C BAIRD;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6865>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).