



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MORRISVILLE, Vermont | Accident Number: | NYC82DA146 |
| Date & Time: | July 9, 1982, 13:15 Local | Registration: | N22SU |
| Aircraft: | CESSNA 305A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT REPORTED THAT HE LANDED ON RUNWAY 19 WITH A WIND FROM 250 DEG AT 15, GUSTING 20 KNOTS. HE REPORTED THAT AS THE AIRCRAFT ROLLED OUT, A SEVERE GUST OF WIND WAS ENCOUNTERED THAT PUT THE PLANE ON THE LEFT GEAR ONLY. SUBSEQUENTLY, THE LEFT GEAR FAILED AND THE LEFT WING, FUSELAGE AND PROPELLER WERE DAMAGED. THE PILOT WAS REQUIRED TO WEAR AN ARTIFICIAL LIMB WHILE FLYING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 30, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | March 1, 1982 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 3780 hours (Total, all aircraft), 3 hours (Total, this make and model), 3425 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N22SU |
| Model/Series: | 305A 305A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | SN2 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 53 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 388 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | O-470-11A |
| Registered Owner: | ANN F. FRIED | Rated Power: | 265 Horsepower |
| Operator: | ANN F. FRIED | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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 | 30 miles |
| Lowest Ceiling: | Broken / 6000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 250° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 72°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MORRISVILLE , VT | Type of Flight Plan Filed: | None |
| Destination: | MORRISVILLE , VT | Type of Clearance: | None |
| Departure Time: | 12:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------|----------------------------------|---------|
| Airport: | MORRISVILLE | Runway Surface Type: | Asphalt |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 19 | IFR Approach: | None |
| Runway Length/Width: | 2700 ft / 50 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | In-flight |
| Ground Injuries: | N/A | Aircraft Explosion: | In-flight |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71774>

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](#).