



# Aviation Investigation Final Report

<b>Location:</b>	FELTON, Delaware	<b>Accident Number:</b>	BF094LA157
<b>Date &amp; Time:</b>	August 28, 1994, 15:00 Local	<b>Registration:</b>	N1462L
<b>Aircraft:</b>	BEECH A-23	<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 he touched down just passed the 1/2 the distance of the 3,300-foot-long runway. He stated the airplane bounced up into the air and he decided to abort the landing. He stated he applied full power and a moment later the airplane encountered a 'windshear' and it descended to the runway. The airplane contacted the runway and then veered off the side of the runway into a soy bean field. While rolling through the soy bean field, the nose gear and right main gear collapsed. The pilot reported the accident could have been prevented if he made decision to do a go around sooner.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing and failure to maintain directional control. A factor is the pilot's failure to do a go around.

## Findings

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

### Findings

1. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

Findings

4. TERRAIN CONDITION - CROP

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING

Findings

5. LANDING GEAR,MAIN GEAR - COLLAPSED

## Factual Information

On August 28, 1994, at 1500 eastern daylight time, a Beechcraft A-23, N1462L, was substantially damaged during an attempted aborted landing from a private airstrip in Felton, Delaware. The pilot and two passengers were not injured. The airplane was substantially damaged. The local personal flight was conducted under 14 CFR Part 91.

The pilot reported that there was an 8 knot crosswind present during the landing. He stated the airplane touched down just passed the 1/2 way down mark on the 3,300-foot-long runway and became airborne again. He stated he elected to abort the landing and applied full power. The pilot stated, "I applied full power, a short distance later the plane encountered an apparent windshear and touched the runway again." The pilot said that the airplane veered off the runway into a soy bean field collapsing the right main gear and nose gear. The right wing and propeller contacted the field and were damaged.

The pilot reported that there were no mechanical malfunctions contributing to the accident. He wrote on his Pilot Aircraft Accident Report under the Recommendations Section (How Could This Accident Have Been Prevented), "Make decision to go around sooner."

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, 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>	None	<b>Second Pilot Present:</b>	No
<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>	February 19, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	109 hours (Total, all aircraft), 91 hours (Total, this make and model), 83 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 4 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>	N1462L
<b>Model/Series:</b>	A-23 A-23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-857
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 14, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1319 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-346-A
<b>Registered Owner:</b>	WAGENHOFFER, JOHN & SUSAN	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>		<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>	,40 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 20°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	40 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 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>	39.00032,-75.569534(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Napolitan, Margaret
<b>Additional Participating Persons:</b>	KATHY MARTIN; PHILADELPHIA , PA TOM KERR; PHILADELPHIA , PA
<b>Original Publish Date:</b>	March 27, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=8977">https://data.ntsb.gov/Docket?ProjectID=8977</a>

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