



National Transportation Safety Board Aviation Accident Final Report

Location:	EL PASO, TX	Accident Number:	FTW84LA093
Date & Time:	12/11/1983, 1415 CST	Registration:	N65338
Aircraft:	VICKERS TYPE 668 VARSITY	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE ACFT WAS ON A FLT FROM THE EL PASO INTL ARPT TO THE WEST TEXAS ARPT. A HARD LANDING WAS MADE CAUSING ALL THREE LANDING GEAR TO COLLAPSE, FOLDED THE LEFT WING AFT JUST INBOARD OF THE ENG & TWISTED THE ENTIRE RIGHT WING ABOUT 30 DEG LEADING EDGE DOWN. ACCORDING TO THE PLT THE ACFT WAS FLOWN WITH 30 DEG OF FLAPS ON DOWNWIND & 47 DEG OF FLAPS ON BASE. HE ALSO REPORTED THAT BOTH AIRSPEED INDICATORS WERE STUCK AT 110 KTS. ACCORDING TO PHOTOGRAPHS TAKEN BY AN UNIDENTIFIED PARTY, THE FLAPS WERE IN THE UP POSITION IN THE PATTERN & DURING TOUCHDOWN. TOUCHDOWN WAS MADE WITH THE RIGHT MAIN GEAR OFF THE RIGHT SIDE OF THE RWY. THE ACFT WHEEL TRACK IS ONLY 4 FT LESS THAN THE WIDTH OF THE RWY. THE PLT DID NOT HAVE A TYPE RATING NOR AUTHORIZATION IN LIEU OF A TYPE RATING FOR THE 15 MIN FERRY FLT. THE PLT HAD 4140 HRS CO-PLT TIME IN THE ACFT, DURING WHICH HE HAD NEVER LANDED THE ACFT.

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) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - INOPERATIVE
4. (C) LEVEL OFF - MISJUDGED - PILOT IN COMMAND
5. (C) INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
6. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
8. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

9. LANDING GEAR,MAIN GEAR - OVERLOAD
10. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

11. WING - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/18/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1425 hours (Total, all aircraft), 5 hours (Total, this make and model), 1355 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	VICKERS	Registration:	N65338
Model/Series:	TYPE 668 VARSITY TYPE 668 V	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	WJ-948
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	12/03/1983, Unknown	Certified Max Gross Wt.:	37500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	7371 Hours	Engine Manufacturer:	BRISTOL
ELT:	Not installed	Engine Model/Series:	264
Registered Owner:	WEST TEXAS AIR MUSEUM	Rated Power:	1950 hp
Operator:	WEST TEXAS AIR MUSEUM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	EL PASO, TX (ELP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 CST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	WEST TEXAS (TX04)	Runway Surface Type:	Asphalt
Airport Elevation:	4007 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	4000 ft / 30 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	T. D MCFALL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).