



Aviation Investigation Final Report

Location:	WEST PALM BEACH, Florida	Incident Number:	MIA84IA177
Date & Time:	June 3, 1984, 08:13 Local	Registration:	N112FB
Aircraft:	GRUMMAN G-111	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

AFTER A REPOSITIONING FLT, THE MAIN GEAR COLLAPSED. AN EXAM OF THE HAND PUMP SELECTOR CONTROL VALVE REVEALED THAT ONE OF THE TWO DUMP PORTS FOR THR FLAP POSITION HAD A HYDRAULIC LEAK. REPORTEDLY, THIS ALLOWED SYSTEM PRESSURE TO RETRACT THE GEAR. THE VALVE, P/N 9055-1, HAD A TOTAL FLT TIME OF 1662.8 HRS SINCE BEING INSTALLED ON 7/21/81.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) HYDRAULIC SYSTEM - LEAK
2. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - ERRATIC

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	37, Male
Airplane Rating(s):	Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 2000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N112FB
Model/Series:	G-111 G-111	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	148328
Landing Gear Type:	Retractable - Tricycle; Float	Seats:	28
Date/Type of Last Inspection:	June 2, 1984 AAIP	Certified Max Gross Wt.:	31365 lbs
Time Since Last Inspection:	1027 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	8458 Hrs	Engine Manufacturer:	WRIGHT
ELT:	Installed, not activated	Engine Model/Series:	R-1820-82
Registered Owner:	CHALK'S INT'L AIRLINES	Rated Power:	1475 Horsepower
Operator:		Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	CICA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBI ,19 ft msl	Distance from Accident Site:	
Observation Time:	08:25 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT.LAUDERDALE , FL (FLL)	Type of Flight Plan Filed:	None
Destination:	WEST PALM BEACH, FL (PBI)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	WEST PALM BEACH PBI	Runway Surface Type:	Asphalt
Airport Elevation:	19 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	7991 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	26.659561,-80.090065(est)

Administrative Information

Investigator In Charge (IIC):	Baro, Edward
Additional Participating Persons:	JAKE BIXBY; MIAMI , FL
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=31041

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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](#).