



Aviation Investigation Final Report

Location:	FT.LAUDERDALE, Florida	Accident Number:	MIA84LA228
Date & Time:	August 14, 1984, 07:20 Local	Registration:	N74183
Aircraft:	DOUGLAS C-54	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 125: 20+ pax,6000+ lbs		

Analysis

THE ACFT HAD RETURNED FOR PRECAUTIONARY LANDING AFTER #4 ENGINE VIBRATION WAS NOTED 10 MINS INTO THE FLT. ACFT LANDED 4000 LBS OVER MAX ALLOWABLE LANDING WT. AFTER #4 ENGINE EXAMINATION THE ACFT WAS RELEASED FOR FLIGHT. AN EXCHANGE OF PILOT IN COMMAND WAS MADE AND THE ACFT TAXIIED FOR TAKEOFF. DURING TAXI, THE NOSE GEAR COLLAPSED. INVESTIGATION REVEALED NOSE GEAR ASSEMBLY OVERLOAD FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	59, Male
Airplane Rating(s):	Single-engine land; 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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 8, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 178 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N74183
Model/Series:	C-54 C-54	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10314
Landing Gear Type:	Retractable - Tricycle	Seats:	60
Date/Type of Last Inspection:	May 28, 1984 AAIP	Certified Max Gross Wt.:	65000 lbs
Time Since Last Inspection:	71 Hrs	Engines:	4 Reciprocating
Airframe Total Time:	59013 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-2000
Registered Owner:	FLORIDA AIRCRAFT LEASING	Rated Power:	1450 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FLL ,10 ft msl	Distance from Accident Site:	
Observation Time:	06:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	64°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT.LAUDERDALE , FL	Type of Flight Plan Filed:	IFR
Destination:	NASSAU , OF (MYNN)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	FT. LAUDERDALE HOLLYWOOD FLL	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31174>

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](#).