



Aviation Investigation Final Report

Location:	HOLLYWOOD, Florida	Accident Number:	MIA86LA116
Date & Time:	April 8, 1986, 14:46 Local	Registration:	N17AT
Aircraft:	BEECH BE-95	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE ACFT HAD NOT BEEN FLOWN IN OVER 2 YRS & THE LAST ANNUAL INSPECTION WAS PERFORMED 1-25-83. THE ACFT HAD TO BE JUMP STARTED DUE TO A DEAD BATTERY. DURING LDG ROLL-OUT, THE GEAR COLLAPSED. AN EXAM OF THE BOTTOM OF THE ACFT REVEALED DAMAGE CONSISTENT WITH THE GEAR NOT BEING FULLY DOWN & LOCKED. EMERGENCY GEAR EXTENSION WAS NOT USED. THE ACFT WAS SUBSEQUENTLY PLACED ON JACKS & AFTER ADEQUATE ELECTRICAL POWER WAS SUPPLIED TO THE SYSTEM, THE GEAR FUNCTIONED NORMALLY THROUGH SEVERAL CYCLES.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (F) ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
2. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
3. (C) LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED

4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. (F) FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 24, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5037 hours (Total, all aircraft), 10 hours (Total, this make and model), 4702 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N17AT
Model/Series:	BE-95 BE-95	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD-107
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	January 25, 1983 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2204 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1A
Registered Owner:		Rated Power:	180 Horsepower
Operator:	WILLIAM JOHNSON	Operating Certificate(s) Held:	None
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 ,9 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT.LAUDERDALE , FL (FLL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	HOLLYWOOD HWO	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	25.990055,-80.220512(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons: NORMAN HAMILTON; FT. LAUDERDALE , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=31597>

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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](#).