



# Aviation Investigation Final Report

<b>Location:</b>	OPA LOCKA, Florida	<b>Accident Number:</b>	MIA87LA258
<b>Date &amp; Time:</b>	September 24, 1987, 18:32 Local	<b>Registration:</b>	N61BT
<b>Aircraft:</b>	AERO COMMANDER 560-F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT STATED THAT HE HAD JUST COMPLETED HIS THIRD TOUCH & GO LDG WHEN THE GEAR COLLAPSED WHILE THE ACFT WAS ON THE RWY. A PLT/MECHANIC WHO ASSISTED IN REMOVING THE ACFT FROM THE RWY STATED THAT JUST AFTER THE ACCIDENT, HE PEERED INTO THE COCKPIT & OBSERVED THE LDG GEAR HANDLE SAFETY LOCK WAS NOT IN PLACE. HE STATED THE PLT WAS KNOWN TO CONDUCT TOUCH & GO LDGS WITHOUT THE LOCK IN PLACE. AFTER THE ACCIDENT, THE LDG GEAR WAS EXAMINED & NO EVIDENCE OF MALFUNCTION OR FAILURE WAS NOTED.

## 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. (C) LANDING GEAR, GEAR LEVER - NOT SECURED
2. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND



## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 13, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1910 hours (Total, all aircraft), 41 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N61BT
<b>Model/Series:</b>	560-F 560-F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1405-66
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	August 11, 1987 Annual	<b>Certified Max Gross Wt.:</b>	7500 lbs
<b>Time Since Last Inspection:</b>	12 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1930 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IGO-540-B1A
<b>Registered Owner:</b>	JAMES A. COURTNEY	<b>Rated Power:</b>	350 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>	OPF ,9 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:35 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(OPF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	OPA LOCKA OPF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	9 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	25.91036,-80.270149(est)

## Administrative Information

**Investigator In Charge (IIC):** Bird, Ronald

**Additional Participating Persons:**

**Original Publish Date:** January 11, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=31970>

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](#).