



Aviation Investigation Final Report

Location:	FT LAUDERDALE, Florida	Accident Number:	MIA88LA010
Date & Time:	October 12, 1987, 00:11 Local	Registration:	N601TA
Aircraft:	BEECH A-90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 6 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

AFTER THE PLT PLACED THE MASTER SWITCH ON TO START THE ENGINES THE LANDING GEAR COLLAPSED. HE STATED THAT THE PASSENGER, IN THE CO-PLT SEAT, BUMPED THE LANDING GEAR HANDLE INTO THE UP POSITION. THE PASSENGER STATED THAT HE DID NOT. INSP OF THE ACFT REVEALED THAT THE LANDING GEAR HANDLE WAS IN THE DOWN POSITION & THAT THE RT GEAR SAFETY SWITCH FAILED INTERNALLY. FAILURE OF THE SWITCH WILL NOT CAUSE THE GEAR TO COLLAPSE UNLESS THE LANDING GEAR HANDLE IS PLACED IN THE UP POSITION. THE LANDING GEAR HANDLE IS DESIGNED SO THAT IT MUST BE PULLED OUT THEN PUSHED UP TO RETRACT THE LANDING GEAR. NO DETERMINATION COULD BE MADE AS TO WHO PLACED THE LANDING GEAR HANDLE UP PRIOR TO TURNING ON THE MASTER SWITCH.

Probable Cause and Findings

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

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

Findings

1. (F) LANDING GEAR, GEAR SWITCH - FAILURE, TOTAL
2. (C) GEAR RETRACTION - INADVERTENT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14402 hours (Total, all aircraft), 1308 hours (Total, this make and model), 11500 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N601TA
Model/Series:	A-90 A-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ120
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	August 11, 1987 100 hour	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	71 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	5675 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	AIR CENTER, INC.	Rated Power:	550 Horsepower
Operator:	EXECUTIVE FLT. MANAGEMENT	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:	Night/dark
Observation Facility, Elevation:	FLL ,11 ft msl	Distance from Accident Site:	
Observation Time:	23:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	CHATTANOOGA , TN (CHA)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	FT LAUDERDALE HOLLYWOOD FLL	Runway Surface Type:	
Airport Elevation:	11 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 6 None	Latitude, Longitude:	26.189235,-80.16925(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	PATRICK BARTLETT; MIAMI , FL
Original Publish Date:	May 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=32073

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](#).