



Aviation Investigation Final Report

Location:	TAMPA, Florida	Accident Number:	MIA91LA003
Date & Time:	October 2, 1990, 23:59 Local	Registration:	N7128J
Aircraft:	BEECH C-90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

DURING FLT BEFORE ACCIDENT FLT, THE LANDING GEAR MALFUNCTIONED. EMERGENCY GEAR EXTENSION WAS ACCOMPLISHED BUT REQUIRED EXCESSIVE FORCE. MAINTENANCE PERSONNEL LUBRICATED THE NOSE GEAR RETRACT CHAIN & ADJUSTED THE GEAR DOWN LIGHT INDICATOR SWITCH. THE AIRPLANE WAS FLOWN WITH NO DISCREPANCIES NOTED. THE ACCIDENT FLT WAS UNEVENTFUL UNTIL AFTER LOWERING THE LANDING GEAR SELECTOR HANDLE, THE GEAR DID NOT FULLY EXTEND. THE EMERGENCY METHOD WAS UNSUCCESSFUL. THE MAIN GEAR COLLAPSED DURING THE LANDING ROLL. EXAM OF THE LANDING GEAR SYSTEM REVEALED THAT THE NOSE GEAR ACTUATOR WAS SEIZED DUE TO LACK OF LUBRICATION. THE ACFT LOGBOOKS INDICATE THAT ALL GEAR ACTUATORS WERE REPLACED ON 8-23-86. THERE WERE NO FURTHER ENTRIES INDICATING THAT THEY WERE LUBRICATED. ACCORDING TO THE MAINT MANUAL, THE ACTUATORS SHOULD BE REMOVED FOR LUBRICATION EVERY 1,000 CYCLES OF OPERATION OR 30 MOS., WHICHEVER OCCURS FIRST. THE ACFT ACCUMULATED 3,154 CYCLES SINCE REPLACEMENT OF THE ACTUATORS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LACK OF LUBRICATION BY MAINTENANCE PERSONNEL OF THE NOSE LANDING GEAR ACTUATOR.

Findings

Occurrence #1: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) MAINTENANCE,LUBRICATION - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
2. LANDING GEAR,NOSE GEAR - SEIZED
3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	45,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 3, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	13338 hours (Total, all aircraft), 900 hours (Total, this make and model), 12935 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7128J
Model/Series:	C-90 C-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	LJ619
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	June 19, 1990 Continuous airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	7 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	13032 Hrs	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-20
Registered Owner:	DODSON AVIATION, INC.	Rated Power:	550 Horsepower
Operator:		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:	TPA ,27 ft msl	Distance from Accident Site:	
Observation Time:	23:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OLATHE (OJC)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	TAMPA INT'L TPA	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	27 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	6998 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.959333,-82.490707(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: October 2, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32778>

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](#).