



Aviation Investigation Final Report

Location:	MAYAGUEZ, Puerto Rico	Incident Number:	MIA92IA141
Date & Time:	June 24, 1992, 16:35 Local	Registration:	N428CA
Aircraft:	CASA 212	Aircraft Damage:	None
Defining Event:		Injuries:	18 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

THE CASA 212 DEPARTED SAN JUAN, PUERTO RICO, EN ROUTE TO MAYAGUEZ, PUERTO RICO, ON A 14 CFR PART 135 SCHEDULED, DOMESTIC, PASSENGER, COMMUTER FLIGHT. VFR CONDITIONS PREVAILED AND A FLIGHT PLAN WAS FILED. THE PROSPECTIVE CAPTAIN WAS FLYING THE AIRPLANE FROM THE LEFT SEAT WHILE RECEIVING AN INITIAL OPERATING EXPERIENCE CHECK RIDE FROM AN AUTHORIZED CHECK AIRMAN. DURING LANDING ROLLOUT AT THE DESTINATION AIRPORT, THE NOSEWHEEL DEVELOPED A HEAVY VIBRATION, AND THE AIRPLANE VEERED OFF THE RUNWAY TO THE RIGHT, COLLIDING WITH A SIGN. THE AIRPLANE SUSTAINED NO DAMAGE. THE FLIGHTCREW AND 16 PASSENGERS WERE NOT INJURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE NOSEGEAR ASSEMBLY STEERING ACTUATOR DUE TO PLAY AT THE LOWER TRUNNION, WHICH CAUSED A VIBRATION, FAILURE OF THE STEERING ACTUATOR, SUBSEQUENT ON GROUND LOSS OF CONTROL, AND ON-GROUND COLLISION WITH A SIGN DURING LANDING ROLLOUT.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - LOOSE
2. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - VIBRATION
3. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - SIGN

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 29, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14689 hours (Total, all aircraft), 1496 hours (Total, this make and model), 8169 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CASA	Registration:	N428CA
Model/Series:	212 212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	248
Landing Gear Type:	Tricycle	Seats:	19
Date/Type of Last Inspection:	January 2, 2000 100 hour	Certified Max Gross Wt.:	16427 lbs
Time Since Last Inspection:	22 Hrs	Engines:	2 Unknown
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE33110R511E
Registered Owner:	ISLAND INTER LEASING INC.	Rated Power:	900 Horsepower
Operator:	EXECUTIVE AIRLINES INC.	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	AMERICAN EAGLE	Operator Designator Code:	TRBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EXK ,29 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:10 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN JUAN , PR (TJSJ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	16:01 Local	Type of Airspace:	Class G

Airport Information

Airport:	EUGENIO MARIA DE HOSTOS TJMZ	Runway Surface Type:	Asphalt
Airport Elevation:	29 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4999 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	18 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	FERNANDO JUNCO; SAN JUAN , PR
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=33011

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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](#).