



# Aviation Investigation Final Report

<b>Location:</b>	SPOKANE, Washington	<b>Accident Number:</b>	SEA92LA122
<b>Date &amp; Time:</b>	June 8, 1992, 22:25 Local	<b>Registration:</b>	N91132
<b>Aircraft:</b>	NORTH AMERICAN NAVION	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PILOT OF THE NORTH AMERICAN NAVION HEARD A LOUD POP IN THE AREA OF THE NOSE GEAR WHEEL WELL WHEN HE LOWERED THE NOSE GEAR TO THE RUNWAY DURING A PLANNED FULL-STOP LANDING. AS THE NOSE OF THE AIRCRAFT BEGAN TO SETTLE, THE PILOT EXECUTED A GO-AROUND. THE PILOT OF ANOTHER AIRCRAFT INSPECTED THE GEAR WHILE INFILIGHT, AND REPORTED THAT IT WAS BENT OR COCKED TO THE SIDE. THE NAVION PILOT THEN CHOSE TO LAND WITH ALL GEAR IN THE UP POSITION. THE PILOT MADE A SUCCESSFUL TOUCHDOWN, BUT THE AIRCRAFT WAS DAMAGED BY THE GRINDING ACTION OF THE ASPHALT RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL FAILURE OF THE NOSE GEAR TRUNNION. FACTORS INCLUDE THE PILOT'S DECISION TO LAND WITH THE GEAR IN THE UP POSITION.

### Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL

-----

Occurrence #2: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
2. (F) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 8, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft), 400 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N91132
<b>Model/Series:</b>	NAVION NAVION	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	NAV-4-22
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3150 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520-D
<b>Registered Owner:</b>	WEST, ALVIN	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	WEST, ALVIN	<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>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OROVILLE , WA (0S7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(GEG)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	20:45 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SPOKANE INTERNATIONAL GEG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2372 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	9000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Anderson, Orrin
<b>Additional Participating Persons:</b>	TEX GASTON; SPOKANE , WA
<b>Original Publish Date:</b>	August 31, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42829">https://data.nts.gov/Docket?ProjectID=42829</a>

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](#).