



Aviation Investigation Final Report

Location:	Danville, Illinois	Accident Number:	CHI02LA022
Date & Time:	November 8, 2001, 11:45 Local	Registration:	N128AC
Aircraft:	Smith Aerostar 601	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The airplane veered off of the runway during landing. The pilot reported that during the landing, he heard a loud noise and then the airplane veered off of the runway. Upon inspection, the landing gear scissor assembly was found broken loose from the upper mounting collar on the landing gear strut and the lower strut was rotated about 90 degrees. A request was made that the broken parts be sent to the National Transportation Safety Board investigator for further examination. The parts were not received. No other anomalies were found with the airplane or its systems that could be associated with a pre-impact condition.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The separation of the main landing gear scissor assembly during landing for undetermined reasons, resulting in the directional control of the airplane not being possible.

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR STRUT SCISSORS - SEPARATION
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On November 8, 2001, about 1145 central standard time, a Smith Aerostar 601, N128AC, piloted by a commercial pilot, sustained substantial damage during landing on runway 34 (3,999 feet by 100 feet, asphalt) at the Vermillion County Airport, Danville, Illinois. The 14 CFR Part 91 positioning flight was on an instrument flight rules flight plan and was operating in visual meteorological conditions. The pilot, who was the sole occupant, was not injured. The flight originated from the General Mitchell International Airport, Milwaukee, Wisconsin, about 1045.

The pilot reported that during the landing, he heard a loud noise and the airplane veered off of the runway. Upon inspection, the landing gear scissor assembly was found broken loose from the upper mounting collar on the landing gear strut and the lower strut was rotated about 90 degrees. A request was made that the broken parts be sent to the National Transportation Safety Board investigator for further examination. As of March 8, 2002, the parts had not been received. No other anomalies were found with the airplane or its systems that could be associated with a pre-impact condition.

Pilot Information

Certificate:	Commercial	Age:	48, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 2, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 30, 2001
Flight Time:	4500 hours (Total, all aircraft), 980 hours (Total, this make and model), 4250 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith	Registration:	N128AC
Model/Series:	Aerostar 601	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61-0170-084
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 20, 2001 100 hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	5 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4452 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	George J. Camarata	Rated Power:	290 Horsepower
Operator:	Name	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DNV,696 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	14°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILWAUKEE, WI (MKE)	Type of Flight Plan Filed:	IFR
Destination:	Danville, IL (DNV)	Type of Clearance:	IFR
Departure Time:	10:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	VERMILION COUNTY DNV	Runway Surface Type:	Asphalt
Airport Elevation:	696 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	Circling;ILS
Runway Length/Width:	3999 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	40.150985,-87.670257(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Curt C Lindauer; FAA-Springfield, Illinois-FSDO; Springfield, IL
Original Publish Date:	July 15, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53738

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](#).