



National Transportation Safety Board Aviation Accident Data Summary

Location:	TAMPA, FL	Accident Number:	MIA94LA038
Date & Time:	12/01/1993, 1538 EST	Registration:	N700RR
Aircraft:	CESSNA 650	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE PILOT STATED THAT THE AIRPLANE STARTED TO WEATHERVANE WHILE TURNING OFF THE RUNWAY ONTO THE TAXIWAY. NOSEWHEEL STEERING WAS INITIATED WITH NEGATIVE RESULTS. FULL POWER WAS APPLIED ON THE THRUST REVERSERS; THE AIRPLANE DEPARTED THE TAXIWAY AND CAME TO A STOP IN THE GRASS. THE PILOT THEN TAXIED FORWARD, AND THE NOSEWHEEL COLLIDED WITH A CEMENT PAD COLLAPSING THE NOSE GEAR. EXAMINATION REVEALED THAT THE LEFT HAND MAIN GEAR ASSEMBLY TRAILING LINK CONNECTORS PW₂₁ AND PW₂₃ ANTI-SKID TRANSDUCERS WERE CROSSED, AND RESPONDED OPPOSITE OF HOW THEY SHOULD HAVE OPERATED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PIC'S IMPROPER DECISION TO TAXI THE AIRPLANE OFF THE TAXIWAY. CONTRIBUTING TO THE ACCIDENT WAS THE IMPROPER WIRING OF THE ANTI-SKID SYSTEM.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR, ANTI-SKID BRAKE SYSTEM - IMPROPER

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. OBJECT - OTHER

Pilot Information

Certificate:	Airline Transport	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane
Flight Time:	7711 hours (Total, all aircraft), 3062 hours (Total, this make and model), 5661 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N700RR
Model/Series:	650 650	Engines:	2 Turbo Fan
Operator:	CONSOLIDATED INT SERVICES INC.	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	None	Engine Model/Series:	TFE-731-3B
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 60°
Temperature:	24° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ (MMU)	Destination:	

Airport Information

Airport:	TAMPA INTERNATIONAL (TPA)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): CARROL A SMITH

Adopted Date: 12/02/1994

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.