



National Transportation Safety Board Aviation Incident Data Summary

Location:	FORT LAUDERDALE, FL	Incident Number:	MIA92IA090
Date & Time:	03/01/1992, 1209 EST	Registration:	N6786C
Aircraft:	CESSNA 402C	Injuries:	4 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE NOSE LANDING GEAR COLLAPSED AFTER IT WAS LOWERED TO THE RWY DURING THE LANDING ROLL. EXAM OF THE NOSE LANDING GEAR ASSY BY AN FAA MAINTENANCE INSPECTOR INDICATED THAT THE NOSE LANDING GEAR ACTUATOR WAS NOT DAMAGED. IT WAS REMOVED FOR EXAM. DISASSEMBLY REVEALED THAT AN EXTRA PACKING (SIMILAR TO AN O-RING) WAS INSTALLED. THIS ALLOWED THE NOSE LANDING GEAR DOWN AND LOCKED LIGHT TO ILLUMINATE BUT SHUT THE MOTOR OFF BEFORE THE NOSE LANDING GEAR WAS FULLY EXTENDED. REVIEW OF THE AIRPLANE LOGBOOKS INDICATE THAT A PROGRESSIVE INSPECTION WAS SIGNED OFF TWO DAYS BEFORE THE ACCIDENT. DURING THE INSPECTION IT WAS NOTED THAT THE NOSE LANDING GEAR ACTUATOR SWITCH WAS LEAKING. THE CORRECTIVE ACTION INDICATES THAT THE O-RINGS WERE REPLACED. ACCORDING TO THE ILLUSTRATED PARTS LIST OF THE NOSE LANDING GEAR ACTUATOR, TWO PACKINGS ARE INSTALLED. ACCORDING TO THE DIRECTOR OF MAINTENANCE, THE MECHANIC RESPONSIBLE FOR REPLACEMENT OF THE PACKINGS WAS PROVIDED WITH TWO, BUT ONLY REMOVED ONE FROM THE ACTUATOR. THIS RESULTED IN THE EXTRA PACKING. THE ACFT HAD ACCUMULATED 4 HRS & 6 CYCLES SINCE THE INSPECTION 2 DAYS EARLIER.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be:
IMPROPER OVERHAUL BY COMPANY MAINTENANCE PERSONNEL AND INACCURATE GEAR DOWN AND LOCKED INDICATION IN THE COCKPIT.

Findings

Occurrence #1: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR DOWN AND LOCKED - INACCURATE
2. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
3. (C) MAINTENANCE, OVERHAUL - IMPROPER - COMPANY MAINTENANCE PERSONNEL

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	55
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider; Helicopter	Instructor Rating(s):	None
Flight Time:	15000 hours (Total, all aircraft), 250 hours (Total, this make and model), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6786C
Model/Series:	402C 402C	Engines:	2 Reciprocating
Operator:	AIRWAYS INTERNATIONAL	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TSIO-520-VB
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 40°
Temperature:	26° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (MIA)	Destination:	

Airport Information

Airport:	FT.LAUDERDALE-HOLLYWOOD (FLL)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	5276 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Timothy W Monville

Adopted Date: 09/14/1993

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.