



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TAMPA, FL	<b>Accident Number:</b>	MIA91LA003
<b>Date &amp; Time:</b>	10/02/1990, 2359 EDT	<b>Registration:</b>	N7128J
<b>Aircraft:</b>	BEECH C-90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Ferry

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## Analysis

DURING FLT BEFORE ACCIDENT FLT, THE LANDING GEAR MALFUNCTIONED. EMERGENCY GEAR EXTENSION WAS ACCOMPLISHED BUT REQUIRED EXCESSIVE FORCE. MAINTENANCE PERSONNEL LUBRICATED THE NOSE GEAR RETRACT CHAIN & ADJUSTED THE GEAR DOWN LIGHT INDICATOR SWITCH. THE AIRPLANE WAS FLOWN WITH NO DISCREPANCIES NOTED. THE ACCIDENT FLT WAS UNEVENTFUL UNTIL AFTER LOWERING THE LANDING GEAR SELECTOR HANDLE, THE GEAR DID NOT FULLY EXTEND. THE EMERGENCY METHOD WAS UNSUCCESSFUL. THE MAIN GEAR COLLAPSED DURING THE LANDING ROLL. EXAM OF THE LANDING GEAR SYSTEM REVEALED THAT THE NOSE GEAR ACTUATOR WAS SEIZED DUE TO LACK OF LUBRICATION. THE ACFT LOGBOOKS INDICATE THAT ALL GEAR ACTUATORS WERE REPLACED ON 8-23-86. THERE WERE NO FURTHER ENTRIES INDICATING THAT THEY WERE LUBRICATED. ACCORDING TO THE MAINT MANUAL, THE ACTUATORS SHOULD BE REMOVED FOR LUBRICATION EVERY 1,000 CYCLES OF OPERATION OR 30 MOS., WHICHEVER OCCURS FIRST. THE ACFT ACCUMULATED 3,154 CYCLES SINCE REPLACEMENT OF THE ACTUATORS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LACK OF LUBRICATION BY MAINTENANCE PERSONNEL OF THE NOSE LANDING GEAR ACTUATOR.

## Findings

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Occurrence #1: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

1. (C) MAINTENANCE,LUBRICATION - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
2. LANDING GEAR,NOSE GEAR - SEIZED
3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/03/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13338 hours (Total, all aircraft), 900 hours (Total, this make and model), 12935 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N7128J
<b>Model/Series:</b>	C-90 C-90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	LJ619
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	06/19/1990, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	13032 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	DODSON AVIATION, INC.	<b>Rated Power:</b>	550 hp
<b>Operator:</b>	DODSON AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TPA, 27 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2350 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	OLATHE, KS (OJC)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	1800 CDT	Type of Airspace:	

## Airport Information

Airport:	TAMPA INT'L (TPA)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	27 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	6998 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	10/02/1992
Additional Participating Persons:			
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).