



National Transportation Safety Board Aviation Accident Data Summary

Location:	TAMPA, FL	Accident Number:	MIA91LA003
Date & Time:	10/02/1990, 2359 EDT	Registration:	N7128J
Aircraft:	BEECH C-90	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

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

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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	
Flight Time:	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

Aircraft Make:	BEECH	Registration:	N7128J
Model/Series:	C-90 C-90	Engines:	2 Turbo Prop
Operator:	DODSON AVIATION, INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	PT6A-20
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TPA, 27 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 90°
Temperature:	-18°C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	OLATHE, KS (OJC)	Destination:	

Airport Information

Airport:	TAMPA INT'L (TPA)	Runway Surface Type:	Asphalt; Concrete
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	6998 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 10/02/1992

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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