



National Transportation Safety Board Aviation Accident Final Report

Location:	SEATTLE, WA	Accident Number:	SEA91LA002
Date & Time:	10/02/1990, 1526 PDT	Registration:	N7232K
Aircraft:	BEECH 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

AT THE END OF A CROSS COUNTRY FLIGHT, DURING LANDING, THE AIRPLANE BOUNCED THREE TIMES BEFORE THE NOSE GEAR COLLAPSED AND THE AIRPLANE SLID TO A STOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT FLARE THE AIRPLANE ON LANDING. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT DID NOT ADEQUATELY RECOVER FROM A BOUNCED LANDING AND THE NOSE GEAR ASSEMBLY FAILED IN OVERLOAD.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
2. (C) LIFT-OFF - NOT PERFORMED - PILOT IN COMMAND
3. (F) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/06/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6210 hours (Total, all aircraft), 75 hours (Total, this make and model), 4720 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7232K
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	TH-1477
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-550-C
Registered Owner:		Rated Power:	260 hp
Operator:	FLIGHTCRAFT INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FCPA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3200 ft agl	Visibility	100 Miles
Lowest Ceiling:	Overcast / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	TOFINO, OF (CYAZ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1435 PDT	Type of Airspace:	

Airport Information

Airport:	BOEING FLD (BFI)	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	10001 ft / 200 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	12/15/1992
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).