



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FAYETTEVILLE, AR	<b>Accident Number:</b>	MKC88LA036
<b>Date &amp; Time:</b>	01/01/1988, 1530 CST	<b>Registration:</b>	N30ML
<b>Aircraft:</b>	CESSNA 414	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

DURING AN INSTRUCTIONAL FLT, THE CFI AND STUDENT PLT HEARD A LOUD POP WHILE ATTEMPTING TO LOWER THE GEAR IN PREPARATION FOR LANDING. SEVERAL FLYBYS PAST THE CONTROL TOWER WERE MADE TO CONFIRM AN UNSAFE NOSE GEAR CONFIGURATION. THEY FLEW THE AIRCRAFT AN ADDITIONAL HOUR AND A HALF TO LIGHTEN THE FUEL LOAD, ATTEMPTED TO LOWER THE GEAR WITH EMERGENCY PROCEDURES, THEN ATTEMPTED AN EMERGENCY LANDING. THE NOSE GEAR COLLAPSED AND CONSEQUENTLY, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. POST FLIGHT INSPECTION REVEALED A FLAT NOSE GEAR STRUT, AND MECHANICAL PROBLEMS IN THE NOSE GEAR STRUT ASSEMBLY.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING

### Findings

1. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,PARTIAL
2. EMERGENCY PROCEDURE - ATTEMPTED

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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (C) LANDING GEAR,NOSE GEAR - MOVEMENT RESTRICTED
4. (F) LANDING GEAR,NOSE GEAR STRUT - PRESSURE TOO LOW
5. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - JAMMED

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	1751 hours (Total, all aircraft), 50 hours (Total, this make and model), 1625 hours (Pilot In Command, all aircraft), 147 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N30ML
<b>Model/Series:</b>	414 414	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	ROBERT H. LEWIS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FYV, 1251 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 360°
<b>Temperature:</b>	1°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ROGERS, AR (ROG)	<b>Destination:</b>	FAYETTEVILLE, AR (FYV)

## Airport Information

<b>Airport:</b>	FAYETTEVILLE (FYV)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6006 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JOHN R HRUBAN Adopted Date: 07/10/1989

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](mailto: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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