



National Transportation Safety Board Aviation Incident Final Report

Location:	GEORGETOWN, SC	Incident Number:	ATL89IA026
Date & Time:	11/02/1988, 1230 EST	Registration:	N958MC
Aircraft:	BEECH 58	Aircraft Damage:	Minor
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT REPORTED THAT THE NOSE GEAR COLLAPSED AFTER A 'NORMAL' LDG. AN FAA INSPECTOR WHO EXAMINED THE RWY AFTER THE MISHAP REPORTED THAT HE FOUND TIRE MARKS WHICH INDICATED THAT THE NOSE TIRE HAD CONTACTED THE RWY SEVERAL TIMES AFTER THE MAIN TIRES TOUCHED DOWN. EXAM OF THE NOSE GEAR REVEALED THAT THE AFT DRAG-LINK BRACKET ASSY HAD FAILED; METALLURGICAL EXAM OF THE FRACTURE SURFACES REVEALED FEATURES TYPICAL OF AN OVERSTRESS BREAK, WITH NO EVIDENCE OF PREEXISTING CRACKING.

Probable Cause and Findings

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

Findings

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

Findings

1. LANDING GEAR, GEAR LOCKING MECHANISM - FRACTURED
2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	70, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/15/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11953 hours (Total, all aircraft), 2500 hours (Total, this make and model), 11150 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N958MC
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH-552
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/10/1988, 100 Hour	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	40 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4948 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520C
Registered Owner:	GRAND STRAND AVIATION, INC.	Rated Power:	285 hp
Operator:	RAMP 66, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	HILTON HEAD, SC (49J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1150 EST	Type of Airspace:	Class G

Airport Information

Airport:	GEORGETOWN COUNTY (GGE)	Runway Surface Type:	Asphalt
Airport Elevation:	39 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4800 ft / 150 ft	VFR Approach/Landing:	Full Stop

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
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	01/25/1990
Additional Participating Persons:	CECIL DAVIDSON; W. COLUMBIA, SC		
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/ .		

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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](#).