



National Transportation Safety Board Aviation Incident Data Summary

Location:	GEORGETOWN, SC	Incident Number:	ATL89IA026
Date & Time:	11/02/1988, 1230 EST	Registration:	N958MC
Aircraft:	BEECH 58	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

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

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	70
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	2 Reciprocating
Operator:	RAMP 66, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520C
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 300°
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	HILTON HEAD, SC (49J)	Destination:	

Airport Information

Airport:	GEORGETOWN COUNTY (GGE)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	4800 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Adopted Date:	01/25/1990
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.

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