



National Transportation Safety Board Aviation Accident Final Report

Location:	WINSTON-SALEM, NC	Accident Number:	ATL83LA022
Date & Time:	11/01/1982, 0900 EST	Registration:	N711GD
Aircraft:	BEECH B90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE PILOT WAS ON A FLIGHT TO DELIVER THE AIRCRAFT FOR ROUTINE MAINTENANCE. HE STATED THAT HE LOST RIGHT BRAKING ACTION AS HE WAS APPROACHING THE MAINTENANCE HANGER. HE ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL WITH PROPELLER REVERSING, BUT THE LEFT WING HIT THE CORNER OF THE HANGER. THE AIRCRAFT THEN PIVOTED INTO THE HANGER AND STRUCK A PARKED BEECH 58P, N5408P. AN EXAMINATION REVEALED THAT THE HYDRAULIC RESERVOIR HAD ONLY 1/2 INCH OF FLUID. AFTER THE RESERVOIR WAS SERVICED, THE RIGHT SHUTTLE VALVE WAS FOUND TO BE LEAKING. THE O-RING SEAL CONNECTING THE PILOTS RIGHT BRAKE PEDDLE TO THE SHUTTLE VALVE WAS FOUND UNSEATED, ALLOWING FLUID PASSAGE.

Probable Cause and Findings

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: TAXI - FROM LANDING

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

2. (C) PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
3. (F) OBJECT - AIRPORT FACILITY
4. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/30/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20600 hours (Total, all aircraft), 600 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 25 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N711GD
Model/Series:	B90 B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	LT-330
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	35 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	4412 Hours	Engine Manufacturer:	P & W
ELT:		Engine Model/Series:	PT6A-20
Registered Owner:	AIR TRANSPORT, INC.	Rated Power:	550 hp
Operator:	EUGENE B. MILLER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	INT, 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	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75° C / 0° C
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, OH	Type of Flight Plan Filed:	IFR
Destination:	WINSTON-SALEM, NC	Type of Clearance:	
Departure Time:	0730	Type of Airspace:	

Airport Information

Airport:	SMITH-REYNOLDS (INT)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	
Runway Length/Width:	6655 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	11/01/1983
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](#).