



National Transportation Safety Board Aviation Accident Final Report

Location:	PITTSBURGH, PA	Accident Number:	NYC87LA031
Date & Time:	11/12/1986, 1100 EST	Registration:	N925J
Aircraft:	BEECH BE18H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT SUFFERED A RIGHT LANDING GEAR LEG BREAKAGE DUE TO A FRACTURE IN THE AREA WHERE THE FORK ASSEMBLY SEPARATED DURING LANDING ROLL.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR - ASSEMBLY
2. LANDING GEAR,MAIN GEAR - FATIGUE
3. (C) LANDING GEAR,MAIN GEAR - PREVIOUS DAMAGE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	42, 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):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/18/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8030 hours (Total, all aircraft), 115 hours (Total, this make and model), 7209 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N925J
Model/Series:	BE18H BE18H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	BA-642
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	06/19/1986, Annual	Certified Max Gross Wt.:	9900 lbs
Time Since Last Inspection:	9 Hours	Engines:	2 Reciprocating
Airframe Total Time:	10537 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	ACE AIR CARGO EXPRESS, INC.	Rated Power:	450 hp
Operator:	ACE AIR CARGO EXPRESS, 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:	PIT, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1100 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 2200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3° C / -2° C
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, OH (LUC)	Type of Flight Plan Filed:	VFR
Destination:	PITTSBURGH, PA (PIT)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PITTSBURGH (PIT)	Runway Surface Type:	Concrete
Airport Elevation:	1203 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	10500 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CLIFFORD DANHAUER	Report Date:	
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](#).