



National Transportation Safety Board Aviation Accident Final Report

Location:	SHERIDAN, OR	Accident Number:	SEA82DA116
Date & Time:	07/17/1982, 1900 PDT	Registration:	N4758N
Aircraft:	BEECH C45G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE AIRCRAFT WAS ON A FUNCTIONAL CHECK FLIGHT. ACCORDING TO THE PILOT AND A WITNESS (EMPLOYED BY THE PILOT), THE LEFT BRAKE WAS LOCKED DURING TOUCHDOWN. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER AND A GROUND FIRE ERUPTED WHICH DESTROYED THE PLANE. THE PILOT REPORTED THAT THE LEFT BRAKE HAD LOCKED DUE TO RUST AND CORROSION AND THAT THE AIRCRAFT LOGBOOKS WERE DESTROYED IN THE FIRE.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - CORRODED
2. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Unknown	Last FAA Medical Exam:	03/16/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 500 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4758N
Model/Series:	C45G C45G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	8440
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7850 lbs
Time Since Last Inspection:	20 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4000 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-AN14B
Registered Owner:	SHERIDAN FLYING SERVICE	Rated Power:	450 hp
Operator:	SHERIDAN FLYING SERVICE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLE, 0 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1855	Direction from Accident Site:	322°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	85° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SHERIDAN, OR (44S)	Type of Flight Plan Filed:	None
Destination:	SHERIDAN, OR (44S)	Type of Clearance:	None
Departure Time:	1830	Type of Airspace:	

Airport Information

Airport:	SHERIDAN (44S)	Runway Surface Type:	Dirt; Grass/turf; Gravel
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/17/1983
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](#).