



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DOBBINS AFB, GA	<b>Accident Number:</b>	ATL85MA083
<b>Date &amp; Time:</b>	01/29/1985, 0936 EST	<b>Registration:</b>	N854U
<b>Aircraft:</b>	LOCKHEED 188C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 121: Air Carrier - Non-scheduled

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## Analysis

DURING GEAR RETRACTION AFTER TAKEOFF, THE RIGHT MAIN GEAR BECAME JAMMED IN A PARTIALLY RETRACTED PSN & THE RESPECTIVE IN-TRANSIT GEAR LIGHT WOULD NOT EXTINGUISH. ATTEMPTS TO RECYCLE THE GEAR WERE UNSUCCESSFUL. THE FLT CREW DIVERTED TO ATLANTA, GA; THEN DECIDED TO LAND AT DOBBINS AFB, WHERE THERE WAS A LONG, WIDE RWY THAT COULD BE FOAMED. FOAM WAS APPLIED TO APRX 300 FT OF RWY 29. THE ACFT WAS LANDED WITH THE NOSE & LEFT MAIN GEAR EXTENDED & THE RIGHT MAIN GEAR PARTIALLY RETRACTED. SUBSEQUENTLY, THE ACFT VEERED TO THE RIGHT & STOPPED WITH THE NOSE GEAR APRX 70 FT OFF THE RWY. FIRE ERUPTED IN THE AREA OF THE RIGHT MAIN GEAR; HOWEVER, THE FIRE WAS QUICKLY EXTINGUISHED BY FIRE DEPT PERSONNEL. AN INVESTIGATION REVEALED THE CLEARANCE BTN THE MAIN LANDING GEAR DOOR HOOK, PN 803845-1, & THE STRUT ROLLER WAS EXCESSIVE. THE REASON FOR THE IMPROPER CLEARANCE WAS NOT DETERMINED. LOCKHEED SERVICE BULLETIN 88/SB-558 WARNED THAT EXCESSIVE CLEARANCE COMBINED WITH A DROP IN HYDRAULIC PRESSURE, GUST OR MANEUVER COULD RESULT IN THE GEAR JAMMING.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. DOOR, LANDING GEAR - ASSEMBLY
2. (C) DOOR, LANDING GEAR - CLEARANCE
3. (C) DOOR, LANDING GEAR - EXCEEDED
4. (C) LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
5. (C) LANDING GEAR, MAIN GEAR - MOVEMENT RESTRICTED
6. GEAR DOWN AND LOCKED - NOT POSSIBLE

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - ROLL

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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

### Findings

7. DIRECTIONAL CONTROL - NOT POSSIBLE
8. GROUND LOOP/SWERVE - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/28/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6900 hours (Total, all aircraft), 303 hours (Total, this make and model), 6610 hours (Pilot In Command, all aircraft), 270 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LOCKHEED	<b>Registration:</b>	N854U
<b>Model/Series:</b>	188C 188C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	2009
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/08/1985, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	116000 lbs
<b>Time Since Last Inspection:</b>	75 Hours	<b>Engines:</b>	4 Turbo Prop
<b>Airframe Total Time:</b>	47765 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	501-D13A
<b>Registered Owner:</b>	TRANSAMERICA AIRLINES, INC.	<b>Rated Power:</b>	3138 hp
<b>Operator:</b>	GALAXY AIR LINES, INC.	<b>Operating Certificate(s) Held:</b>	Supplemental
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	GALA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MGE, 1100 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0936 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -7°C
Precipitation and Obscuration:			
Departure Point:	PHILADELPHIA, PA (PHL)	Type of Flight Plan Filed:	IFR
Destination:	CHARLOTTE, NC (CLT)	Type of Clearance:	IFR
Departure Time:	0530 EST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	DOBBINS AFB (MGE)	Runway Surface Type:	Concrete
Airport Elevation:	1100 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	10000 ft / 300 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHARLES T FOUTS	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).