

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 8/19/87 HOUSTON, TX A/C Reg. No. N11249 Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING	Crew	0	0	0	1
	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH RC-45J	Eng Make/Model - P & W R-985	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 8625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 10	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WEISER
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3467/ 40
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING LANDINGS, ALMOST TO A FULL STOP, WHEN THE ACCIDENT OCCURRED. HE HAD ASKED A COMMERCIAL PILOT TO ACCOMPANY HIM ON THIS FLIGHT. THE PLT STATED THAT ON THE FOURTH LANDING THE LEFT MAIN GEAR WENT SLIGHTLY OFF THE LEFT EDGE OF THE RUNWAY AND WHEN THE PLT CORRECTED, THE AIRCRAFT SEEMED TO JUMP OR BOUNCE AND ENTERED A SKID TO THE RIGHT WHICH WAS COMPLETELY UNCONTROLLABLE. AFTER THE ACCIDENT THE TAIL WHEEL WAS FOUND IN THE UNLOCKED POSITION AND WAS SWIVELED TO A POSITION FOR A HARD RIGHT TURN EVEN THOUGH THE LOCKING PIN WAS IN THE LOCKED POSITION. APPARENTLY THE TAIL WHEEL BECAME UNLOCKED DURING OR AFTER THE THIRD LANDING DUE TO EXCESS WEAR ON THE PIN AND/OR THE PIN HOLE AND BECAME COCKED SO THAT DIRECTIONAL CONTROL WAS LOST WHEN THE TAIL WHEEL TOUCHED DOWN.