



National Transportation Safety Board Aviation Accident Final Report

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| Location: | BAKERSFIELD, CA | Accident Number: | LAX91LA284 |
| Date & Time: | 07/01/1991, 1557 PDT | Registration: | N7268R |
| Aircraft: | BEECH E-55 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE LANDING GEAR COLLAPSED DURING THE LANDING ROLL. THE PILOT HAD ACCUMULATED A TOTAL OF 27 HOURS IN THE AIRPLANE AFTER RECEIVING A MULTIENGINE RATING. EXAMINATION OF THE AIRPLANE AT THE SCENE SHOWED THE GEAR HANDLE IN THE DOWN POSITION AND THE LANDING GEAR CIRCUIT BREAKER POPPED. DAMAGE TO THE GEAR DOORS AND GEAR ACTUATING RODS INDICATED THAT THE PILOT SELECTED GEAR UP INSTEAD OF FLAPS UP BEFORE THE GEAR STRUT SQUAT SWITCHES ACTIVATED TO PREVENT THE GEAR FROM RETRACTING. THE PILOT THEN SELECTED THE GEAR DOWN POSITION BUT THE WEIGHT OF THE AIRPLANE PREVENTED THE GEAR FROM EXTENDING, POPPING THE GEAR MOTOR CIRCUIT BREAKER. PRIOR TO OPERATING THE ACCIDENT AIRPLANE, IN THE LAST 12 MONTHS, THE PILOT OPERATED A TAILWHEEL, FIXED GEAR AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE LANDING GEAR RETRACTION BY SELECTING GEAR UP INSTEAD OF FLAPS UP DURING THE LANDING ROLL-OUT. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF FAMILIARITY WITH THE AIRPLANE.

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR RETRACTION - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 33, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 02/20/1990 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 740 hours (Total, all aircraft), 27 hours (Total, this make and model), 671 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N7268R |
| Model/Series: | E-55 E-55 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | TE-1027 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 06/14/1991, Annual | Certified Max Gross Wt.: | 5300 lbs |
| Time Since Last Inspection: | 21 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 2116 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520-C |
| Registered Owner: | BRIAN PAYNE | Rated Power: | 285 hp |
| Operator: | BRIAN PAYNE | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | BFL, 507 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 1637 PDT | Direction from Accident Site: | 330° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 20 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 310° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 37° C / 13° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | CAMARILLO, CA (CMA) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | VFR |
| Departure Time: | 1530 PDT | Type of Airspace: | |

Airport Information

| | | | |
|----------------------|-------------------|---------------------------|-----------|
| Airport: | BAKERSFIELD (BFL) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 507 ft | Runway Surface Condition: | Dry |
| Runway Used: | 3 | IFR Approach: | None |
| Runway Length/Width: | 3700 ft / 75 ft | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | Scott Erickson | Report Date: | 03/31/1993 |
| Additional Participating Persons: | GENE BERGER; FRESNO, CA | | |
| 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/ . | | |

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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](#).