



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EVANSVILLE, IN	<b>Accident Number:</b>	CHI87LA121
<b>Date &amp; Time:</b>	05/02/1987, 1150 EDT	<b>Registration:</b>	N6401H
<b>Aircraft:</b>	BEECH 58P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

DURING LANDING ROLL-OUT THE LEFT MAIN AND NOSE GEAR COLLAPSED. THE PILOT STATED IN HIS REPORT THAT HE DOES NOT RECALL TOUCHING ANY SWITCHES ON ROLL-OUT. HOWEVER, UPON EXITING THE AIRCRAFT, THE PILOT REPORTED THAT THE LANDING GEAR RELAY WAS TRIPPED OPEN AND THE FLAPS HAD BEEN RETRACTED. INSPECTION OF THE LANDING GEAR AFTER THE ACCIDENT DID NOT REVEAL ANY MECHANICAL FAILURE OF THE GEAR OR ITS COMPONENTS.

## 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: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/23/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1680 hours (Total, all aircraft), 900 hours (Total, this make and model), 1568 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6401H
<b>Model/Series:</b>	58P 58P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TJ-401
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	6100 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1230 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	INTERCITY AVIATION CORP.	<b>Rated Power:</b>	325 hp
<b>Operator:</b>	ROCCO A. MARRESE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EVV, 418 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1100 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 12° C
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (CGX)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	0940 CDT	Type of Airspace:	

## Airport Information

Airport:	EVANSVILLE DRESS REGIONAL (EVV)	Runway Surface Type:	Asphalt
Airport Elevation:	418 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5080 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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARL E DINWIDDIE	Report Date:	05/02/1988
Additional Participating Persons:	SUSAN M TROKA; WEST CHICAGO, IL		
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> .		

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](#).