



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## 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 HOWEVER, UPON EXITING THE AIRCRAFT, THE PILOT REPORTED THAT THE LANDING GEAR RELAY WAS TRIPPED OPEN AND THE FLAPS HAD BEEN RETRACTED.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

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

## Findings

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	ROCCO A. MARRESE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EVV, 418 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 240°
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CHICAGO, IL (CGX)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	EVANSVILLE DRESS REGIONAL (EVV)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	5080 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CARL E DINWIDDIE	<b>Adopted Date:</b>	05/02/1988
<b>Investigation Docket:</b>	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.