



National Transportation Safety Board Aviation Accident Final Report

Location:	TUSKEGEE, AL	Accident Number:	ATL82DKJ10
Date & Time:	01/01/1982, 1530 EST	Registration:	N4275S
Aircraft:	BEECH V35B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING LANDING, THE PILOT PUT THE LANDING GEAR AND FLAP HANDLES IN THE DOWN POSITIONS. HE HEARD NOISES THAT SOUNDED LIKE BOTH HAD EXTENDED AND ASSUMED EVERYTHING WAS IN PLACE. THE PILOT WAS UNAWARE THAT THE LANDING GEAR WAS NOT DOWN UNTIL AFTER TOUCHDOWN. AN EXAMINATION REVEALED THAT THE GEAR WOULD NOT EXTEND BY NORMAL MEANS, BUT HAD TO BE STARTED WITH THE EMERGENCY CRANK. LATER, THE LANDING GEAR RETRACT MOTOR WAS FOUND TO BE BURNED OUT. ALSO, THE LANDING GEAR RETRACT RODS WERE BENT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
2. (F) ELECTRICAL SYSTEM,ELECTRIC MOTOR - BURNED
3. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. (C) GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/23/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4275S
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	D9961
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	670 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-BA
Registered Owner:	WELCH CO. OF THE SOUTH	Rated Power:	285 hp
Operator:	WELCH CO. OF THE SOUTH	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	ST. LOUIS, MO	Type of Flight Plan Filed:	None
Destination:	SEARCY, AR (M07)	Type of Clearance:	None
Departure Time:	1100	Type of Airspace:	

Airport Information

Airport:	TUSKEGEE	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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):		Report Date:	01/01/1982
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).